FHWA-Indiana Environmental Document

CATEGORICAL EXCLUSION / ENVIRONMENTAL ASSESSMENT FORM

GENERAL PROJECT INFORMATION

Road No./County:	North (N.) Hamburg Road (Rd) /Franklin
Designation Number(s):	1703013
Project Description/Termini:	Bridge Replacement of Franklin County Bridge 31 over Bull Fork Salt Creek on N. Hamburg Rd, 2.9 miles (mi.) south of Stipps Hill Rd, from 510 feet (ft) north to 515 ft south of the center of the bridge

X	**Categorical Exclusion, Level 2** – Required Signatories: INDOT DE and/or INDOT ESD
	Categorical Exclusion, Level 3 – Required Signatories: INDOT ESD
	Categorical Exclusion, Level 4 – Required Signatories: INDOT ESD and FHWA
	Environmental Assessment (EA) – Required Signatories: INDOT ESD and FHWA
	Additional Investigation (AI) – The proposed action included a design change from the original approved environmental document. Required Signatories must include the appropriate environmental approval authority

Approval

INDOT DE Signature and Date

INDOT ESD Signature and Date

FHWA Signature and Date

Release for Public Involvement

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INDOT DE Initials and Date

INDOT ESD Initials and Date

Certification of Public Involvement

INDOT Consultant Services Signature and Date

INDOT DE/ESD Reviewer Signature and Date:

Name and Organization of CE/EA Preparer: Laura Rogers, SJCA Inc. (SJCA)

Indiana Department of Transportation

County Franklin Route N. Hamburg Rd Des. No. 1703013

Part I – Public Involvement

Every Federal action requires some level of public involvement, providing for early and continuous opportunities throughout the project development process. **The level of public involvement should be commensurate with the proposed action.**

	Yes	No
Does the project have a historic bridge processed under the Historic Bridges PA*?		X
If No, then:		
Opportunity for a Public Hearing Required?	X	

**A public hearing is required for all historic bridges processed under the Historic Bridges Programmatic Agreement between INDOT, FHWA, SHPO, and the ACHP.*

Discuss what public involvement activities (legal notices, letters to affected property owners and residents (i.e. notice of entry), meetings, special purpose meetings, newspaper articles, etc.) have occurred for this project.

Notice of entry letters were mailed to potentially affected property owners near the project area on January 21, 2020 and September 14, 2021, notifying them about the project and that individuals responsible for land surveying and field activities may be seen in the area. Sample copies of the notice of entry letters are included in Appendix G1-G3.

The project will meet minimum requirements described in the current *Indiana Department of Transportation (INDOT) Public Involvement Manual*, which requires the project sponsor to offer the public an opportunity to submit comments and/or request a public hearing. Therefore, a legal notice will appear in a local publication contingent upon the release of this document for public involvement. This document will be revised after the public involvement requirements are fulfilled.

Public Controversy on Environmental Grounds

Discuss public controversy concerning community and/or natural resource impacts, including what is being done during the project to minimize impacts.

At this time, there is no substantial public controversy concerning impacts to the community or to natural resources.

Part II - General Project Identification, Description, and Design Information

Sponsor of the Project: Franklin County Board of Commissioners INDOT District: Seymour

Local Name of the Facility: N. Hamburg Rd

Funding Source (*mark all that apply*): Federal [X] State [ ] Local [X] Other* [ ]

*If other is selected, please identify the funding source: _____

PURPOSE AND NEED:

The need should describe the specific transportation problem or deficiency that the project will address. The purpose should describe the goal or objective of the project. The solution to the traffic problem should NOT be discussed in this section.

Need: The need for this project is due to the advanced deterioration of Franklin County Bridge 31. The existing structure exhibits substantial deterioration to the deck, wearing surface, superstructure, substructure, and channel protection. According to the October 28, 2021 Bridge Inspection Report (Appendix I9-I15), the deck has damage and deterioration, including seepage and leaching, and holes are opening up in the wearing surface. The superstructure has spalls, exposed rebar, and exposed strands. The substructure is showing signs of cracking, cracked footings, and a failed wingwall on the southeast quadrant. The footings of the structure are

exposed, and the channel has extensive scour. These deficiencies lower the condition ratings to a "4" (poor) for the deck, wearing surface, superstructure, substructure, and channel/channel protection. Condition ratings range from "0" to "9," with "0" being a failed structure and "9" being a structure in excellent condition. The remaining service life of the structure is estimated at ten (10) years.

Purpose: The purpose of this project is to provide a structure with condition ratings greater than or equal to "7" (good) on all bridge elements and provide a service life of up to 75 years for the crossing.

PROJECT DESCRIPTION (PREFERRED ALTERNATIVE):

County: Franklin Municipality: N/A

Limits of Proposed Work: N. Hamburg Rd from 510 ft north to 515 ft south of the center of the bridge

Total Work Length: 0.193 Mile(s) Total Work Area: 1.78 Acre(s)

	Yes[1]	No
Is an Interstate Access Document (IAD)[1] required?		X
If yes, when did the FHWA provide a Determination of Engineering and Operational Acceptability?	Date:	

[1]*If an IAD is required; a copy of the approved CE/EA document must be submitted to the FHWA with a request for final approval of the IAD.*

Describe location of project including township, range, city, county, roads, etc. Existing conditions should include current conditions, current deficiencies, roadway description, surrounding features, etc. Preferred alternative should include the scope of work, anticipated impacts, and how the project will meet the Purpose and Need. Logical termini and independent utility also need discussed.

The Franklin County Board of Commissioners and the Federal Highway Administration (FHWA) intend to proceed with a bridge project on N. Hamburg Rd over Bull Fork Salt Creek in Franklin County, Indiana.

Location: This project is located on N. Hamburg Road, 2.9 miles south of Stipps Hill Road, in the western portion of Franklin County, northwest of Oldenburg, Indiana. Specifically, the project is in Salt Creek Township, Section 14, Township 11 North, Range 11 East, as shown on the Clarksville 7.5-minute quadrangle map. Project location graphics are included in Appendix B1-B4.

Existing Conditions: N. Hamburg Rd is a two-way roadway classified as a rural major collector. The existing 15-19.5 ft wide roadway has a hot mix asphalt (HMA) pavement surface and carries two (2) travel lanes varying from 7.5 ft to 9.75 ft wide. The posted speed limit in the project area is 35 miles per hour (mph). No paved shoulders, sidewalks, or traffic-control devices are present along the roadway. The grade of the existing roadway surface from both directions descends as it approaches the bridge creating a vertical sag curve, a sag in the roadway. This sag curve impacts headlight sight distance and passenger comfort. Due to this sag curve, the road doesn't meet the current design criteria.

The existing bridge is a 102.6-foot long, three-span concrete box-beam bridge built in 1975 that carries N. Hamburg Rd over Bull Fork Salt Creek. The bridge has no skew. The bridge has a 20.2 ft outside-to-outside width, a 19.5 ft clear roadway width, and carries two (2) 9.75 ft wide lanes of traffic. The bridge is not listed in the latest INDOT Historic Bridge Inventory Collection. There are no shoulders on the bridge. Aluminum railings on the bridge do not meet the current design standards. According to the October 28, 2021 Bridge Inspection Report (Appendix I9-I15), the bridge deck was given a condition rating of "4" (poor) for seepage and leakage. The wearing surface was given a condition rating of "4" (poor). Exposed steel was noted in the coping from impact damage. The superstructure was given a condition rating of "4" (poor) for spalling, exposed and rusted rebar, and exposed strands. The substructure was given a condition rating of "4" (poor) for cracking, exposed footings, and failure of the southeast wingwall. The channel/channel protection was given a condition rating of "4" (poor) due to extensive scour and exposed footings on bedrock.

The surrounding area is primarily rural and forested with residential and agricultural properties along N. Hamburg Rd. Three (3) existing driveways are located within the project area: one (1) approximately 125 ft south of the bridge on the west side of the road, one (1) approximately 282 ft south of the bridge on the west side of the road, and one (1) approximately 265 ft north of the bridge on the east side of the road. One (1) 12-inch Corrugated Metal Pipe (CMP) crosses under the driveway located 282 ft south of the

bridge. Bull Fork Salt Creek flows west to east under the bridge on N. Hamburg Rd. An unnamed tributary (UNT) to Bull Fork Salt Creek, UNT to Bull Fork Salt Creek, flows northeast on the west side of the road and joins Bull Fork Salt Creek just west of the bridge. Several fences and utilities, including communications, overhead electric, and water lines, are located within or adjacent to the project area. The locations of these fences and utilities are labeled in the plans in Appendix B11-B12.

Preferred Alternative: The preferred alternative is a complete bridge replacement on the existing alignment. The new structure will be a 3-span prestressed concrete I-beam bridge on new concrete piers and abutments. The structure will be 170.8 ft long with a 30-degree skew. The bridge will have two (2) 10 ft wide travel lanes and 4.03 ft shoulders in each direction, giving a clear roadway width of 28.06 ft and a 28.5 ft outside-to-outside width. A new bridge railing will be installed along with a guardrail at each quadrant and integral end bents. Riprap will be placed below the bridge at the end bents for spill slope protection.

The approach roadway on each side of the structure will be widened to 20-28.75 ft to accommodate two (2) 10 ft wide travel lanes with 0-4.03 ft shoulders and will taper to match the narrower roadway beyond the project area. The profile grade of the proposed roadway will be up to 2 feet higher than the existing roadway on the bridge approaches, as shown in Appendix B11. HMA pavement wedges will be placed at the bridge approaches between the new pavement and the existing roadway surface to raise the roadway and elongate the road's vertical curve, creating a less extreme change in grade for traffic approaching and exiting the bridge. The grade improvements and pavement wedges will correct the sag curve to meet current design criteria. A riprap ditch will be installed on the west side of the roadway north of the bridge. Riprap will also be installed in a ditch along the east side of the road south of the bridge. The existing 12-inch CMP under the driveway south of the bridge will be removed, and a new 15-inch drainage pipe with a riprap energy dissipater will be installed at the north end. Tree clearing and the temporarily dewatering of the stream will be required for construction. If adjustments to private facilities, including fencing and driveways, are necessary due to construction operations, coordination with property owners will occur during the ROW acquisition phase. This alternative requires approximately 2.01 acres of permanent right-of-way (ROW) and 0.17 acre of temporary ROW acquisition. Plans depicting the details of the scope of work are in Appendix B7 to B16.

The Maintenance of Traffic (MOT) plan is a complete closure of N. Hamburg Rd with a detour. Specific MOT information can be found in the MOT section of this document and Appendix B9-B10.

This alternative meets the purpose and need by providing a new structure with an expected service life of up to 75 years and an anticipated condition rating of "9" (excellent) on all bridge elements. An additional beneficial outcome of the preferred alternative is that this alternative will provide a structure and approach roadway that will meet current design standards, including correcting the sag curve and replacing the deficient bridge railings with railings that meet current standard specifications.

Logical Termini/Independent Utility: The project ends at the extent needed to complete the improvements to the approach roadway and does not rely on any other projects to address its purpose. Therefore, it has logical termini and independent utility.

OTHER ALTERNATIVES CONSIDERED:

Provide a header for each alternative. Describe all discarded alternatives, including the No Build Alternative. Explain why each discarded alternative was not selected. Make sure to state how each alternative meets or does not meet the Purpose and Need and why.

No Build Alternative: This alternative allows the existing roadway and structures to remain in place without improvements. This alternative would result in continued deterioration of the bridge. The continued deterioration will lead to safety concerns and the eventual closure of the bridge. This alternative does not meet the purpose and need to provide a structure with a condition rating of "7" (good) or greater on all individual elements of the bridge and extend the service life of the crossing to up to 75 years. Therefore, it was dismissed.

Bridge Rehabilitation: This alternative would replace the entire superstructure, rehabilitate the abutments and piers, and install scour protection. However, given the extent of the substructure deterioration, this rehabilitation would not be a prudent long-term solution. This option would meet the purpose and need by improving the condition ratings and extending the service life of the crossing. However, this alternative only temporarily addresses the deteriorating condition of the bridge. Over time the substructure units would still require additional repairs in a relatively short timeframe. Therefore, it was dismissed.

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The No Build Alternative is not feasible, prudent or practicable because (*Mark all that apply*)

It would not correct existing capacity deficiencies;	
It would not correct existing safety hazards;	
It would not correct the existing roadway geometric deficiencies;	X
It would not correct existing deteriorated conditions and maintenance problems; or	X
It would result in serious impacts to the motoring public and general welfare of the economy.	
Other (Describe):	

ROADWAY CHARACTER:

If the proposed action includes multiple roadways, complete and duplicate for each roadway.

Name of Roadway: N. Hamburg Rd
Functional Classification: Rural Major Collector
Current ADT: 380 VPD (2024) Design Year ADT: 490 VPD (2044)
Design Hour Volume (DHV): 54 Truck Percentage (%) 4
Designed Speed (mph): 35 Legal Speed (mph): 35

	Existing		Proposed	
Number of Lanes:	2		2	
Type of Lanes:	HMA Through Lane		HMA Through Lane	
Pavement Width:	15-19.5	ft.	20-28.75	ft.
Shoulder Width:	0	ft.	0-4.03	ft.
Median Width:	0	ft.	0	ft.
Sidewalk Width:	0	ft.	0	ft.

Setting:		Urban		Suburban	X Rural
Topography:		Level	X	Rolling	Hilly

BRIDGES AND/OR SMALL STRUCTURE(S):

If the proposed action includes multiple structures, complete and duplicate for each bridge and/or small structure. Include both existing and proposed bridge(s) and/or small structure(s) in this section.

Structure/NBI Number(s): 24-00031/National Bridge Inventory (NBI) No. 2400017 Sufficiency Rating: 23.7,10/28/2021 Bridge Inspection Report (Appendix I13)
(Rating, Source of Information)

	Existing		Proposed	
Bridge/Structure Type:	Concrete Box-beam bridge		Concrete I-beam bridge	
Number of Spans:	3		3	
Weight Restrictions:	15	ton	N/A	ton
Height Restrictions:	N/A	ft.	N/A	ft.
Curb to Curb Width:	19.5	ft.	28.06	ft.
Outside to Outside Width:	20.2	ft.	28.5	ft.
Shoulder Width:	0	ft.	4.03	ft.

Describe impacts and work involving bridge(s), culvert(s), pipe(s), and small structure(s). Provide details for small structure(s): structure number, type, size (length and dia.), location and impacts to water. Use a table if the number of small structures becomes large. If the table exceeds a complete page, put it in the appendix and summarize the information below with a citation to the table.

This project involves the replacement of an existing bridge that carries N. Hamburg Rd over Bull Fork Salt Creek. The existing bridge, Franklin County Bridge 31 (Structure No. 24-00031, NBI No. 2400017), has a 102.6 ft length, a coping-to-coping width of 20.2 ft, and no skew. The posted weight restriction on the bridge is 15 tons. The three-span prestressed concrete box beam bridge was built in 1975 and thus falls outside of the time period covered in the Indiana Historic Bridge Inventory collection (Appendix D3). Therefore, the bridge was not evaluated and is not eligible for the National Register of Historic Places.

The existing bridge will be replaced with a 3-span concrete I-beam bridge 170.8 ft in length, with an outside to outside width of 28.5 ft and a 30-degree skew. The new bridge will have no weight restrictions and the loading capacity for all legal loads. Riprap will be added under the bridge along the abutments and continuing along a ditch on the northwest side. Riprap will also be placed along a ditch in the southwest of the project area. Permanent stream impacts to Bull Fork Salt Creek will result from replacing the existing bridge with a new, wider bridge. Temporary impacts to the stream will result from temporarily dewatering the stream during construction.

Additionally, an existing 12-inch CMP will be removed, and a new 57 ft long, 15-inch drainage pipe with a riprap energy dissipater at the north end will be installed under the southern-most driveway. The location of the CMP is shown in Appendix B11. Two (2) other existing CMPs are outside the construction limits and will not be impacted by this project, including a 12-inch CMP located southwest of the project area and a 48-inch CMP located under the driveway near the southwest side of the bridge.

MAINTENANCE OF TRAFFIC (MOT) DURING CONSTRUCTION:

	Yes	No
Is a temporary bridge proposed?		X
Is a temporary roadway proposed?		X
Will the project involve the use of a detour or require a ramp closure? (describe below)	X	
Provisions will be made for access by local traffic and so posted.	X	
Provisions will be made for through-traffic dependent businesses.		X
Provisions will be made to accommodate any local special events or festivals.		X
Will the proposed MOT substantially change the environmental consequences of the action?		X
Is there substantial controversy associated with the proposed method for MOT?		X
Will the project require a sidewalk, curb ramp, and/or bicycle lane closure? (describe below)		X
Provisions will be made for access by pedestrians and/or bicyclist and so posted (describe below).		X

Discuss closures, detours, and/or facilities (if any) that will be provided for maintenance of traffic. Any known impacts from these temporary measures should be quantified to the extent possible, particularly with respect to properties such as Section 4(f) resources and wetlands. Discuss any pedestrian/bicycle closures. Any local concerns about access and traffic flow should be detailed as well.

The MOT is anticipated to be a complete closure of N. Hamburg Rd with a detour. The proposed detour route utilizes Bull Fork Rd, Davidson Rd, and Stipps Hill Rd. The detour route will require an additional 9 miles of travel. Access to local businesses and residences inside the construction limits will be maintained at all times. Accommodations will be made to maintain access for residents that will be temporarily impacted during driveway reconstruction. The MOT plan is located in Appendix B9-B10.

The closure will pose a temporary inconvenience to traveling motorists (including school buses and emergency services); however, no significant delays are anticipated, and all inconveniences will cease upon project completion.

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ESTIMATED PROJECT COST AND SCHEDULE:

Engineering: $ 253,558 (2020) Right-of-Way: $ 40,000 (2021) Construction: $ 904,000 (2022)

Anticipated Start Date of Construction: Spring/Summer 2024

RIGHT OF WAY:

Land Use Impacts	Amount (acres) Permanent	Temporary
Residential	0.55	0.17
Commercial	0	0
Agricultural	0.83	0
Forest	0.63	0
Wetlands	0	0
Other:	0	0
Other:	0	0
TOTAL	2.01	0.17

Describe both Permanent and Temporary right-of-way and describe their current use. Typical and Maximum right-of-way widths (existing and proposed) should also be discussed. Any advance acquisition, reacquisition or easements, either known or suspected, and their impacts on the environmental analysis should be discussed.

Within the project area, the existing right-of-way (ROW) is located approximately 18 ft from the centerline on the west side of the road and 12 ft from the centerline on the east side of the road to the north of the bridge, and 16.5 ft from the centerline on the west side of the road and 13.5 ft from the centerline on the east side of the road to the south of the bridge. The land use of the existing ROW consists of residential lawns, agricultural areas, forested areas, driveways, and existing roadway,

The project requires approximately 2.01 acres of permanent ROW from each side of the N. Hamburg Rd from residential, agricultural, and forest properties for the bridge replacement and approach work. The project also requires approximately 0.17 acre of temporary ROW from residential properties for reconstruction and grading of the two (2) driveways located southwest and one (1) driveway located northeast of the bridge. The typical and maximum proposed permanent ROW widths are approximately 55 ft and 65 ft, respectively, from the centerline of the roadway. The proposed temporary ROW extends approximately 140 ft from the center of the roadway at its maximum extent. Existing and proposed ROW limits can be seen in the plans in Appendix B11-B12.

A suspected 16 ft Ingress and Egress easement that provides access to a parcel outside of the project area is located at the driveway closest to the southwest quadrant of the bridge. Both permanent and temporary ROW will be required from the easement area. This required ROW acquisition is included in the above ROW totals. The easement will not impact environmental analysis. Impacts to the easement, if applicable, will be determined during the ROW acquisition phase of this project. The suspected easement is labeled on the plans in Appendix B11.

If the scope of work or permanent or temporary ROW amounts change, the INDOT Environmental Services Division (ESD) and the INDOT District Environmental Section will be contacted immediately.

Part III – Identification and Evaluation of Impacts of the Proposed Action

SECTION A - EARLY COORDINATION:

List the date(s) coordination was sent and all resource agencies that were contacted as a part of the development of this Environmental Study. Also, include the date of their response or indicate that no response was received.

Early coordination letters were initially sent on November 2, 2021. Due to an increase in the amount of anticipated ROW acquisition, updated early coordination letters were sent on February 8, 2022 (Appendix C1-C2).

Agency	Date Sent/Assessed	Response Date	Appendix
Indiana Geological and Water Survey (IGWS)	November 2, 2021	November 2, 2021	C3
US Fish and Wildlife Service (USFWS)	November 2, 2021, February 8, 2022	November 2, 2021, February 24, 2022*	C4-C5
Indiana Department of Natural Resources, Division of Fish and Wildlife (IDNR-DFW)	November 2, 2021, February 8, 2022	December 1, 2021, February 9, 2022*	C6-C8
Franklin County Surveyor	November 2, 2021, February 8, 2022	November 2, 2021*, February 16, 2022	C10
Natural Resources Conservation Service (NRCS)	November 2, 2021, February 8, 2022	March 9, 2022	C11-C12
US Department of Housing & Urban Development (HUD)	November 2, 2021, February 8, 2022	No response received	N/A
National Park Service (NPS)	November 2, 2021, February 8, 2022	No response received	N/A
Indiana Department of Environmental Management (IDEM) Automated Response	November 2, 2021	November 2, 2021*	N/A
IDEM Wetlands and Stormwater Programs	February 8, 2022	No response received	N/A
US Army Corps of Engineers (USACE)	November 2, 2021, February 8, 2022	No response received	N/A
Coast Guard, Eighth District	November 2, 2021, February 8, 2022	February 16, 2022*	N/A
Franklin County Council	November 2, 2021, February 8, 2022	No response received	N/A
Franklin County Commissioner's Office	November 2, 2021, February 8, 2022	No response received	N/A
INDOT Utilities and Railroads	November 2, 2021, February 8, 2022	No response received	N/A
Franklin County Soil and Water Conservation District	November 2, 2021, February 8, 2022	No response received	N/A
Franklin County Floodplain Administrator	November 2, 2021, February 8, 2022	No response received	N/A
Franklin County Highway Superintendent and Franklin County Employee in Responsible Charge (ERC)	November 2, 2021, February 8, 2022	No response received	N/A
Franklin County Emergency Medical Services (EMS)	November 2, 2021, February 8, 2022	No response received	N/A
Franklin County Sheriff's Department	February 8, 2022	No response received	N/A
Franklin County School Corporation, Transportation Director	November 2, 2021, February 8, 2022	No response received	N/A
INDOT District Environmental	November 2, 2021, February 8, 2022	No response received	N/A
INDOT Project Manager	November 2, 2021, February 8, 2022	No response received	N/A

Resource specific recommendations are included in the applicable sections of the environmental document.

In a February 16, 2022 response, the Franklin County Surveyor requested that the surveyor's office be sent final construction and right of way plans for their records (Appendix C10). The response was forwarded to the project designer on February 16, 2022 and is included in the Environmental Commitments section of this CE document.

*Responses that did not offer any comments or recommendations and the IDEM automated response letter were not included in the appendix. The IDNR-DFW response on February 9, 2022, verified that all of the recommendations provided in the December 1, 2021 response letter remain applicable (Appendix C6-C8), and no additional recommendations were made. The USFWS response February 24, 2022, verified that the recommendations provided on November 2, 2021 remain applicable (Appendix C4-C5), and did not include any additional recommendations.

All applicable recommendations are included in the Environmental Commitments section of this CE document.

SECTION B – ECOLOGICAL RESOURCES:

	Presence	Impacts	
		Yes	No
Streams, Rivers, Watercourses & Other Jurisdictional Features	X	X	
Federal Wild and Scenic Rivers			
State Natural, Scenic or Recreational Rivers			
Nationwide Rivers Inventory (NRI) listed			
Outstanding Rivers List for Indiana			
Navigable Waterways			

Total stream(s) in project area: 243 Linear feet Total impacted stream(s): 35 (permanent)/ 121 (temporary) Linear feet

Stream Name	Classification	Total Size in Project Area (linear feet)	Impacted linear feet	Comments (i.e. location, flow direction, likely Water of the US, appendix reference)
Bull Fork Salt Creek	Riverine, Lower Perennial, Unconsolidated Bottom, Permanently Flooded; (R2UBH)	177 linear ft	35 linear ft permanent, 121 linear ft temporary	Bull Fork Salt Creek flows southeast through the project structure and is likely under USACE jurisdiction. Please see Appendix F17 for a map showing the location of these features.
Unnamed tributary (UNT) to Bull Fork Salt Creek	Riverine, Intermittent, Streambed, Seasonally Flooded; (R4SBC)	66 linear ft	0 linear ft	UNT to Bull Fork Salt Creek flows northeast toward Bull Fork Creek, joining Bull Fork Salt Creek just west of the project structure. It is likely under USACE jurisdiction. Please see Appendix F17 for a map showing the location of these features.

Describe all streams, rivers, watercourses and other jurisdictional features adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if the streams or rivers are listed on any federal or state lists for Indiana. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B2), and the Red Flag Investigation (RFI) report (Appendix E), there are nine (9) streams, rivers, watercourses, or other jurisdictional features within the 0.5-mile search radius. The RFI determined there is (1) stream present within or adjacent to the project area. During the October 1, 2021 site visit by SJCA, it was found that there are two streams present within the project area. There are two (2) streams, rivers, watercourses, or other jurisdictional features present within or adjacent to the project area. There are no Federal, Wild and Scenic Rivers; State Natural,

Scenic, and Recreational Rivers; Outstanding Rivers for Indiana; navigable waterways or National Rivers Inventory (NRI) waterways present in the project area.

A *Waters of the U.S. Determination / Wetland Delineation Report* was prepared by SJCA on October 27, 2021. Please refer to Appendix F1-F49 for the *Waters of the U.S. Determination / Wetland Delineation Report*. It was determined that the two (2) streams that flow through the project area, Bull Fork Salt Creek and UNT to Bull Fork Salt Creek, are likely jurisdictional. The USACE makes all final determinations regarding jurisdiction.

Bull Fork Salt Creek is an excellent-quality stream that flows southeast through the project structure and has an Ordinary High-Water Mark (OHWM) width of 30 ft and OHWM depth of three (3) ft. It was determined that Bull Fork Salt Creek is likely jurisdictional under the USACE due to perennial flow conditions and its connectivity to the Whitewater River, a traditionally navigable waterway. Thirty-five (35) linear ft of permanent stream impacts and an estimated 121 linear ft of temporary impacts to Bull Fork Salk Creek are expected.

UNT to Bull Fork Salt Creek is a poor-quality stream that flows northeast, joining Bull Fork Salt Creek in the southeast quadrant of the project structure, and has an OHWM width of seven (7) ft and OHWM depth of 1.5 ft. Due to the intermittent flow conditions of UNT to Bull Fork Salt Creek, the presence of an OHWM, and eventual connectivity to a navigable waterway, it is likely that it is jurisdictional under the USACE and is, therefore, a water of the U.S. No impacts to UNT to Bull Fork Salt Creek are expected.

A total of 35 linear ft of permanent stream impacts will result from the construction of the new bridge. The total temporary stream impacts are estimated at 121 linear ft due to temporarily dewatering the stream for construction. These impacts are unavoidable, and avoidance would not allow the project to proceed. The contractor will determine the method for dewatering if necessary. The contractor will be responsible for submitting a plan for protecting the waterway during construction activities, adhering to permit conditions, and submitting any revisions to the erosion control plan to the appropriate jurisdictional agencies. Erosion control measures will be used to minimize impacts to the streams in the project area and will include stabilizing and restoring all disturbed areas. Mitigation is not anticipated for stream impacts, as less than 300 linear ft and less than 0.10 acre will be impacted as a result of this project. This project will most likely require a USACE Section 404 permit and an IDEM Section 401 Water Quality Certification (WQC).

Bull Fork Salt Creek is listed for Dissolved Oxygen (DO) and *E. Coli*. Concerning DO, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. Bull Fork is listed for *E. coli*. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

The USFWS responded on November 2, 2021, with recommendations to avoid or minimize impacts to waterways within the project area. These included restricting below low-water work in streams (to placement of culverts, piers, pilings, footings, riprap, and shaping slopes), restricting channel work to the extent needed to install any structures, minimizing the amount of hard armor bank protection for bank stabilization, implementing temporary erosion control measures including revegetation all disturbed soil areas upon project completion, avoiding work within the inundated part of the stream during fish spawning season, and evaluating wildlife crossings (Appendix C4-C5). The IDNR-DFW responded on December 1, 2021, with recommendations to avoid or minimize impacts to waterways and fish, wildlife, and botanical resources. IDNR-DFW provided recommendations regarding the installation of riprap for bank stabilization and wildlife passage, implementation of measures to control erosion from entering the stream, minimizing in-channel disturbance and movement of suspended sediment, limiting excavation in low flow areas, and protecting all disturbed streambanks following construction. IDNR-DFW also advised against the use of temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds and work in the waterway from April 1 through June 30 without prior written approval of the Division of Fish and Wildlife (Appendix C6-C8). All applicable recommendations are included in the Environmental Commitments section of this CE document.

Open Water Feature(s)	**Presence**	**Impacts**	
		Yes	**No**
Reservoirs			
Lakes			
Farm Ponds			
Retention/Detention Basin			
Storm Water Management Facilities			
Other: _____			

Describe all open water feature(s) identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B2), and the RFI report (Appendix E), there are three (3) lakes within the 0.5-mile search radius. There are no open water feature(s) within or adjacent to the project area, which was confirmed by the site visit on October 1, 2021 by SJCA. Therefore, no impacts are expected.

A *Waters of the U.S. Determination/ Wetland Delineation Report* was prepared by SJCA on October 27, 2021. Please refer to Appendix F1-F49 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that there are no open water features or other water features identified in the review area.

	Presence	Impacts Yes	Impacts No
Wetlands			

Total wetland area: 0 Acre(s) Total wetland area impacted: 0 Acre(s)

(If a determination has not been made for non-isolated/isolated wetlands, fill in the total wetland area impacted above.)

Wetland No.	Classification	Total Size (Acres)	Impacted Acres	Comments (i.e. location, likely Water of the US, appendix reference)
N/A				

Wetlands (*Mark all that apply*)	Documentation	ESD Approval Dates
Wetland Determination	X	N/A
Wetland Delineation		
USACE Isolated Waters Determination		

Improvements that will not result in any wetland impacts are not practicable because such avoidance would result in (Mark all that apply and explain):

- Substantial adverse impacts to adjacent homes, business or other improved properties; ☐
- Substantially increased project costs; ☐
- Unique engineering, traffic, maintenance, or safety problems; ☐
- Substantial adverse social, economic, or environmental impacts, or ☐
- The project not meeting the identified needs. ☐

Describe all wetlands identified adjacent or within the project area. Include whether or not impacts (both permanent and temporary) will occur to the features identified. Include if features are likely subject to federal or state jurisdiction. Discuss measures to avoid, minimize, and mitigate if impacts will occur.

Based on the desktop review, the aerial map of the project area (Appendix B2), and the RFI report (Appendix E), there are 12 wetlands within the 0.5-mile search radius. There are no wetlands present within or adjacent to the project area, which was confirmed by the site visit on October 1, 2021 by SJCA. No impacts are expected.

A *Waters of the U.S. Determination/ Wetland Delineation Report* was prepared by SJCA on October 27, 2021. Please refer to Appendix F1-F49 for the *Waters of the U.S. Determination/Wetland Delineation Report*. It was determined that no wetlands were identified in the review area. Therefore, no impacts to wetlands are expected.

Indiana Department of Transportation

County Franklin Route N. Hamburg Rd Des. No. 1703013

	Presence	Impacts Yes	Impacts NO
Terrestrial Habitat	X	X	

Total terrestrial habitat in project area: 1.26 Acre(s) Total tree clearing: 0.5 Acre(s)

Describe types of terrestrial habitat (i.e. forested, grassland, farmland, lawn, etc) adjacent or within the project area. Include whether or not impacts will occur to habitat identified. Include total terrestrial habitat impacted and total tree clearing that will occur. Discuss measure to avoid, minimize, and mitigate if impacts will occur.

Based on a desktop review, the site visit on October 1, 2021 by SJCA, and the aerial map of the project area (Appendix B2), the terrestrial habitat in the project area consists of grasses along roadsides, upland forest to the northwest and southeast of the project area, and riparian areas along the floodplains of the streams. Vegetation in the area near the roadway and within the residential lawns is dominated by upland vegetation such as tall fescue (*Schedonorus arundinaceus*) and Canada wild rye (*Elymus canadensis*). Vegetation in the forested areas is a mix of common trees, including black walnut (*Juglans nigra*), white mulberry (*Morus alba*), honey locust (*Gleditsia triacanthos*), and various grasses and wildflowers. Vegetation near the project structure and along the banks of Bull Fork Salt Creek includes tall fescue (*Festuca arundinacea*), box elder (*Acer negundo*), black walnut (*Juglans nigra),* white mulberry (*Morus alba*), American sycamore (*Platanus occidentalis*), and reed canary grass (*Phalaris arundinacea*). Approximately 1.26 acres of terrestrial vegetation will be disturbed in order to complete the structure replacement and associated drainage and roadway work. Tree clearing is expected on both sides of the structure, with an estimated 0.5 acre to be cleared. These impacts are unavoidable, and avoidance would not allow the project to proceed. Impacts to terrestrial habitat have been minimized to the extent possible. Mitigation for these impacts is not anticipated to be necessary for this project. However, temporarily disturbed areas will be revegetated upon project completion.

The USFWS responded to the early coordination letter on November 2, 2021, with recommendations to not clear trees or understory vegetation outside the construction zone boundaries, to restrict vegetation clearing to the minimum necessary for installation of the stream crossing structure, and to implement temporary erosion and sediment control methods within areas of disturbed soil and to revegetate all areas of disturbed soil according to INDOT's standard specifications upon project completion (Appendix C4-C5).

The IDNR-DFW early coordination response dated December 1, 2021, included recommendations to avoid and minimize impacts to botanical resources. Recommendations included mitigating tree removal of less than 1 acre in a non-wetland forest in a rural setting at a 1:1 ratio based on area; to revegetate all bare and disturbed areas with a mixture of native grasses, sedges, and as soon as possible upon project completion; to minimize and contain within the project limits tree and brush clearing; to not cut any trees suitable for Indiana bat or northern long-eared bat roosting (greater than 5 inches in diameter at breast height (dbh), living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30; to implement appropriately designed measures for controlling erosion and sediment to prevent sediment from entering the stream or leaving the construction site and to maintain these measures until construction is complete and all disturbed areas are stabilized; and to seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven/Leno-woven netting to minimize the entrapment and snaring of small bodied wildlife such as snakes and turtles and to seed and apply mulch on all other disturbed areas (Appendix C6-C8).

All applicable recommendations are included in the Environmental Commitments section of this CE document.

Protected Species

Federally Listed Bats	Yes	No
Information for Planning and Consultation (IPaC) determination key completed	X	
Section 7 informal consultation completed (IPaC cannot be completed)		X
Section 7 formal consultation Biological Assessment (BA) required		X

Determination Received for Listed Bats from USFWS: NE [ ] NLAA [X] LAA [ ]

Other Species not included in IPaC	**Yes**	**No**
Additional federal species found in project area (based on IPaC species list)		X
State species (not bird) found in project area (based upon consultation with IDNR)		X

Migratory Birds	**Yes**	**No**
Known usage or presence of birds (i.e. nests)		X
State bird species based upon coordination with IDNR		X

Discuss IDNR coordination and species identified. Describe USFWS Section 7 consultation and determination received for Indiana bat and northern long-eared bat impacts. Discuss if other federally listed species were identified. If so, include consultation that has occurred and the determination that was received. Discuss if migratory birds have been observed and any impacts.

Based on a desktop review and the RFI report (Appendix E), completed by SJCA on June 15, 2021, the IDNR Franklin County Endangered, Threatened, and Rare (ETR) Species List has been checked. According to the IDNR-DFW early coordination response letter dated December 1, 2021 (Appendix C6-C8), the Natural Heritage Program's Database has been checked, and no other plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity. An INDOT 0.5-mile bat review occurred on January 21, 2021 and the review did not indicate the presence of endangered bat species.

Project information was submitted through the USFWS's Information for Planning and Consultation (IPaC) portal, and an official species list was generated (Appendix C13-C25). The project is within range of the federally endangered Indiana Bat (*Myotis sodalis*) and the federally threatened northern long-eared bat (NLEB) (*Myotis septentrionalis*). No additional species were generated in the IPaC species list other than the Indiana Bat and NLEB.

The project qualifies for the *Range-wide Programmatic Informal Consultation for the Indiana Bat and the Northern Long-Eared Bat (NLEB)*, dated May 2016 (revised February 2018), between FHWA, Federal Railroad Administration (FRA), Federal Transit Administration (FTA), and USFWS. A bridge inspection occurred on October 1, 2021, and no bats/birds or signs of bats/birds using the structure were found (Appendix C38). An effect determination key was completed on June 8, 2021, and based on the responses provided, the project was found "not likely to adversely affect" the Indiana Bat and/or the NLEB (Appendix C26 – C37). INDOT reviewed and verified the effect finding on February 24, 2022, and requested USFWS's review of the finding. No response was received from USFWS within the 14-day review period; therefore, it was concluded they concur with the finding. Avoidance and Mitigation Measures (AMM) (General AMM 1, Lighting AMM 1, and Tree Removal AMMs 1-4) are included as firm commitments in the Environmental Commitments section of this document.

Franklin County Bridge 31 on N. Hamburg Rd over Bull Fork Salt Creek (Structure No. 24-00031, NBI No. 2400017), and the project's surrounding habitat is conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection, avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" RSP.

This precludes the need for further consultation on this project as required under Section 7 of the Endangered Species Act, as amended. If new information on endangered species at the site becomes available, or if project plans are changed, USFWS will be contacted for consultation.

Geological and Mineral Resources	**Yes**	**No**
Project located within the Indiana Karst Region	X	
Karst features identified within or adjacent to the project area		X
Oil/gas or exploration/abandoned wells identified in the project area		X

Date Karst Evaluation reviewed by INDOT EWPO (if applicable): N/A

Discuss if project is located in the Indiana Karst Region and if any karst features have been identified in the project area (from RFI). Discuss response received from IGWS coordination. Discuss if any mines, oil/gas, or exploration/abandoned wells were identified and if impacts will occur. Include discussion of karst study/report was completed and results. (Karst investigation must comply with the current Protection of Karst Features during Planning and Construction guidance and coordinated and reviewed by INDOT EWPO)

Based on a desktop review and the Indiana Karst Region map, the project is located in the designated Indiana Karst Region as outlined in the most recent *Protection of Karst Features during Project Development and Construction.* According to the topographic map of the project area (Appendix B3) and the RFI report (Appendix E), there are no karst features identified within or adjacent to the project area. In the early coordination response on November 2, 2021, the IGWS did not indicate that karst features exist in the project area (Appendix C3). The IGWS response stated that there are no sand and gravel resources or active or abandoned mines documented in the area; however, they stated that there is a moderate liquefaction potential, a 1% annual chance flood hazard, and high potential for bedrock resources in this area. The features will not be affected because the project is not within the vicinity of any bedrock resources and involves the replacement of an existing structure along the same general alignment. The response from IGWS was communicated with the designer on November 2, 2021. No impacts are expected.

SECTION C – OTHER RESOURCES

	Presence	Impacts	
		Yes	No
Drinking Water Resources			
Wellhead Protection Area(s)			
Source Water Protection Area(s)			
Water Well(s)			
Urbanized Area Boundary			
Public Water System(s)	X	X	

	Yes	No
Is the project located in the St. Joseph Sole Source Aquifer (SSA):		X
If Yes, is the FHWA/EPA SSA MOU Applicable?		
If Yes, is a Groundwater Assessment Required?		

Check the appropriate boxes and discuss each topic below. Provide details about impacts and summarize resource-specific coordination responses and any mitigation commitments. Reference responses in the Appendix.

Sole Source Aquifer
The project is located in Franklin County, which is not located within the area of the St. Joseph Sole Source Aquifer, the only legally designated sole source aquifer in the state of Indiana. Therefore, the FHWA/EPA Sole Source Aquifer Memorandum of Understanding (MOU) is not applicable to this project, a detailed groundwater assessment is not needed, and no impacts are expected.

Wellhead Protection Area and Source Water
The IDEM Wellhead Proximity Determinator website https://www.in.gov/idem/cleanwater/pages/wellhead/) was accessed on November 1, 2021, by SJCA. This project is not located within a Wellhead Protection Area or Source Water Area. No impacts are expected.

Water Wells
The IDNR Water Well Record Database website (https://www.in.gov/dnr/water/3595.htm) was accessed on December 28, 2021, by SJCA. No wells are located near this project. Therefore, no impacts are expected.

Urban Area Boundary
Based on a desktop review of the INDOT MS4 website (https://entapps.indot.in.gov/MS4/) by SJCA on February 16, 2021, this project is not located in an Urban Area Boundary location. No impacts are expected.

Public Water System
Based on a desktop review, the site visit on October 1, 2021 by SJCA, the aerial map of the project area (Appendix B2), and the project plans (Appendix B11-B12), this project is located where there is a public water system. The public water system may be affected because a water line present on the west side of N. Hamburg Rd may need to be relocated to accommodate the new structure. Temporary service interruptions may occur during the relocation of the pipe, but no permanent impacts are anticipated. Coordination between the designer and the utility owner, Napoleon Community Rural Water Corp, is ongoing.

Floodplains	**Presence**	**Impacts** Yes	No
Project located within a regulated floodplain	X		
Longitudinal encroachment			
Transverse encroachment	X	X	
Homes located in floodplain within 1000' up/downstream from project			

If applicable, indicate the Floodplain Level?

Level 1 [ ] Level 2 [ ] Level 3 [ ] Level 4 [X] Level 5 [ ]

Use the IDNR Floodway Information Portal to help determine potential impacts. Include floodplain map in appendix. Discuss impacts according to the classification system. If encroachment on a flood plain will occur, coordinate with the Local Flood Plain Administrator during design to insure consistency with the local flood plain planning.

Based on a desktop review of the IDNR Indiana Floodway Information Portal website (http://dnrmaps.dnr.in.gov/appsphp/fdms/) by SJCA on February 8, 2022, and the RFI report, this project is located in a regulatory floodplain as determined from approved IDNR floodplain maps (Appendix F50). An early coordination letter was sent on November 2, 2021, to the local Floodplain Administrator. The floodplain administrator did not respond within the 30-day time frame. This project qualifies as a Category 4 per the current INDOT CE Manual, which states, "no homes are located within the base floodplain within 1,000 feet upstream and no homes are located within the base floodplain within 1,000 feet downstream. The proposed structure will have an effective capacity such that backwater surface elevations are not expected to substantially increase. As a result, there will be no substantial adverse impacts on natural and beneficial floodplain values; there will be no substantial change in flood risks, and there will be no substantial increase in potential for interruption or termination of emergency service or emergency evacuation routes; therefore, it has been determined that this encroachment is not substantial. A hydraulic design study that addresses various structure size alternatives will be completed during the preliminary design phase. A summary of this study will be included with the Field Check Plans."

Farmland	**Presence**	**Impacts** Yes	No
Agricultural Lands	X	X	
Prime Farmland (per NRCS)	X	X	

Total Points (from Section VII of CPA-106/AD-1006*) **109**
**If 160 or greater, see CE Manual for guidance.*

Discuss existing farmland resources in the project area, impacts that will occur to farmland, and mitigation and minimization measures considered.

Based on a desktop review, a site visit on October 1, 2021 by SJCA, the aerial map of the project area (Appendix B2), the project will convert 0.38 acre of farmland as defined by the Farmland Protection Policy Act. An early coordination letters were sent on November 2, 2021 and February 8, 2022 to Natural Resources Conservation Service (NRCS). Coordination with NRCS resulted in a score of 109 on the (NRCS-CPA-106/AD 1006 Form) (Appendix C12). The farmland acreage amount on the NRCS form (0.38 acre) and in the agricultural field of the ROW table (0.83 acre) is different because not all the agricultural land in the project area is considered

Prime and Unique Farmland by the NRCS. NRCS's threshold score for significant impacts to farmland that result in the consideration of alternatives is 160. Since this project score is less than the threshold, no significant loss of prime, unique, statewide, or local important farmland will result from this project. No alternatives other than those previously discussed in this document will be investigated without reevaluating impacts to prime farmland.

SECTION D – CULTURAL RESOURCES

	Category(ies) and Type(s)	INDOT Approval Date(s)	N/A
Minor Projects PA	A6, A9, B12	1/14/2022, 2/25/2022	

Full 106 Effect Finding

No Historic Properties Affected ☐ No Adverse Effect ☐ Adverse Effect ☐

Eligible and/or Listed Resources Present

NRHP Building/Site/District(s) ☐ Archaeology ☐ NRHP Bridge(s) ☐

Documentation Prepared (mark all that apply)		**ESD Approval Date(s)**	**SHPO Approval Date(s)**
APE, Eligibility and Effect Determination			
800.11 Documentation			
Historic Properties Report or Short Report			
Archaeological Records Check and Assessment			
Archaeological Phase Ia Survey Report	X	1/14/2022	N/A
Archaeological Phase Ic Survey Report			
Other:			

		MOA Signature Dates (List all signatories)
Memorandum of Agreement (MOA)		

If the project falls under the MPPA, describe the category(ies) that the project falls under and any approval dates. If the project requires full Section 106, use the headings provided. The completion of the Section 106 process requires that a Legal Notice be published in local newspapers. Please indicate the publication date, name of the paper(s) and the comment period deadline. Include any further Section 106 work which must be completed at a later date, such as mitigation from a MOA or avoidance commitments.

On January 14, 2022, with an update on February 25, 2022, the INDOT Cultural Resource Office (CRO) determined that this project falls within the guidelines of Category A, Types 6 and 9 and Category B, Type 12 under the Minor Projects Programmatic Agreement (Appendix D1-D5). Category A, Type 6 is applicable for repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators. Category A, Type 9 is applicable for installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers. Category B, Type 12 is applicable for replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed). A Phase Ia Archaeological Literature Review and Reconnaissance Survey was completed for this project (Smith 2022) (Appendix D6-D8). The survey concluded that no sites are present that are recommended for inclusion on the National Register of Historic Places (NRHP). No further consultation is required. This completes the Section 106 process and the responsibilities of the FHWA under Section 106 have been fulfilled.

SECTION E – SECTION 4(f) RESOURCES/ SECTION 6(f) RESOURCES

	Presence	Use	
		Yes	No
Parks and Other Recreational Land			
Publicly owned park	☐	☐	☐
Publicly owned recreation area	☐	☐	☐
Other (school, state/national forest, bikeway, etc.)	☐	☐	☐
Wildlife and Waterfowl Refuges			
National Wildlife Refuge	☐	☐	☐
National Natural Landmark	☐	☐	☐
State Wildlife Area	☐	☐	☐
State Nature Preserve	☐	☐	☐
Historic Properties			
Site eligible and/or listed on the NRHP	☐	☐	☐

	Evaluations Prepared
Programmatic Section 4(f)	☐
"De minimis" Impact	☐
Individual Section 4(f)	☐
Any exception included in 23 CFR 774.13	☐

Discuss Programmatic Section 4(f) and "de minimis" Section 4(f) impacts in the discussion below. Individual Section 4(f) documentation must be included in the appendix and summarized below. Discuss proposed alternatives that satisfy the requirements of Section 4(f). FHWA has identified various exceptions to the requirement for Section 4(f) approval. Refer to 23 CFR § 774.13 - Exceptions.

Section 4(f) of the U.S. Department of Transportation Act of 1966 prohibits the use of certain public and historic lands for federally funded transportation facilities unless there is no feasible and prudent alternative. The law applies to significant publicly owned parks, recreation areas, wildlife/waterfowl refuges, and NRHP eligible or listed historic properties regardless of ownership. Lands subject to this law are considered Section 4(f) resources.

Based on a desktop review, the aerial map of the project area (Appendix B2), and the RFI report (Appendix E), there are no potential 4(f) resources located within the 0.5-mile search radius. According to additional research and the site visit on October 1, 2021 by SJCA, there are no Section 4(f) resources within or adjacent to the project area. Therefore, no use is expected.

Section 6(f) Involvement	Presence	Use	
		Yes	No
Section 6(f) Property	☐	☐	☐

Discuss Section 6(f) resources present or not present. Discuss if any conversion would occur as a result of this project. If conversion will occur, discuss the conversion approval.

The U.S. Land and Water Conservation Fund Act of 1965 established the Land and Water Conservation Fund (LWCF), which was created to preserve, develop, and assure accessibility to outdoor recreation resources. Section 6(f) of this Act prohibits conversion of lands purchased with LWCF monies to a non-recreation use.

A review of 6(f) properties on the INDOT ESD website revealed a total of six (6) properties in Franklin County (Appendix I1). None of these properties are located within or adjacent to the project area. Therefore, there will be no impacts to 6(f) resources.

SECTION F – Air Quality

STIP/TIP and Conformity Status of the Project	Yes	No
Is the project in the most current STIP/TIP?	X	
Is the project located in an MPO Area?		X
Is the project in an air quality non-attainment or maintenance area?		X
If Yes, then:		
Is the project in the most current MPO TIP?		
Is the project exempt from conformity?		
If No, then:		
Is the project in the Transportation Plan (TP)?		
Is a hot spot analysis required (CO/PM)?		

Location in STIP: Fiscal Year (FY) 2020-2024 STIP (Amendment #7, Modification #4; Appendix H1-H2)

Name of MPO (if applicable): N/A

Location in TIP (if applicable): N/A

Level of MSAT Analysis required?

Level 1a [X] Level 1b [ ] Level 2 [ ] Level 3 [ ] Level 4 [ ] Level 5 [ ]

Describe if the project is listed in the STIP and if it is in a TIP. Describe the attainment status of the county(ies) where the project is located. Indicate whether the project is exempt from a conformity determination. If the project is not exempt, include information about the TP and TIP. Describe if a hot spot analysis is required and the MSAT Level.

STIP/TIP
This project is included in the Fiscal Year (FY) 2020-2024 Statewide Transportation Improvement Program (STIP) (Appendix H1-H2).

Attainment Status
This project is located in Franklin County, which is currently in attainment for all criteria pollutants according to the United States Environmental Protection Agency (EPA) Nonattainment Areas for Criteria Pollutants Green Book (https://www.epa.gov/green-book). Therefore, the conformity procedures of 40 CFR Part 93 do not apply.

MSAT
This project is of a type qualifying as a categorical exclusion (Group 1) under 23 CFR 771.117(c), or exempt under the Clean Air Act conformity rule under 40 CFR 93.126, and as such, a Mobile Source Air Toxics analysis is not required.

SECTION G - NOISE

Noise	Yes	No
Is a noise analysis required in accordance with FHWA regulations and INDOT's traffic noise policy?	[ ]	[X]

Date Noise Analysis was approved/technically sufficient by INDOT ESD: N/A

Describe if the project is a Type I or Type III project. If it is a Type I project, describe the studies completed to date and if noise impacts were identified. If noise impacts were identified, describe if abatement is feasible and reasonable and include a statement of likelihood.

This project is a Type III project. In accordance with 23 CFR 772 and the current INDOT Traffic Noise Analysis Procedure, this action does not require a formal noise analysis.

SECTION H – COMMUNITY IMPACTS

Regional, Community & Neighborhood Factors	Yes	No
Will the proposed action comply with the local/regional development patterns for the area?	X	
Will the proposed action result in substantial impacts to community cohesion?		X
Will the proposed action result in substantial impacts to local tax base or property values?		X
Will construction activities impact community events (festivals, fairs, etc.)?		X
Does the community have an approved transition plan?		X
If No, are steps being made to advance the community's transition plan?	X	
Does the project comply with the transition plan? (explain in the discussion below)	X	

Discuss how the project complies with the area's local/regional development patterns; whether the project will impact community cohesion; and impact community events. Discuss how the project conforms with the ADA Transition Plan.

This project will not result in induced changes in the pattern of land use, the population density, or the growth rate of the area. It will not have a substantial impact on community cohesion, local tax bases, or property values. Minor decreases in property value may occur for properties that will require ROW acquisition. ROW acquisition will conform with the Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act).

Franklin County is in the process of developing an Americans with Disabilities Act (ADA) Transition Plan with a goal to ensure program accessibility for people with disabilities in the community by meeting or exceeding the requirements of the ADA. A draft ADA Transition Plan was found on the Franklin County government webpage at http://www.franklincounty.in.gov/wp-content/uploads/Franklin-County-ADA-Transition-Plan-2019-FINAL.pdf. This project is not within any city limits and does not involve sidewalks or public facilities that would need to comply with an ADA Transition Plan.

The Comprehensive Plan of Franklin County, created in 2015, includes the goal of improving county roads and adding better shoulders and side ditches for secondary roads. This bridge replacement project complies with the comprehensive plan by including roadway improvements, including shoulder widening and side ditches. The Comprehensive Plan of Franklin County can be accessed at http://www.franklincounty.in.gov/wp-content/uploads/2015-Franklin-County-Comprehensive-Plan.pdf.

A search of local festivals, fairs, and events that could potentially be impacted by this project was conducted on December 29, 2021, by SJCA. The following sources were evaluated: the events page on the Franklin County Government website (https://franklincountyin.com/events/), the Indiana Festivals website (https://indianafestivals.org/), the Explore Indiana Wines website (https://indianawines.org/), and the IDNR Water trails website (https://www.in.gov/dnr/outdoor-recreation/water-trails/). Multiple local recurring events were found in Franklin County. However, no festivals were in the vicinity of the project. If construction occurs during times when festivals are occurring in Franklin County, the closure of N. Hamburg Rd and the detour may pose a minor inconvenience to motorists traveling to events, but the project will not directly impact or deny access to any known events. This section of N. Hamburg Rd was not found to be part of any scenic byway, historic road or trail, wine trail, or have any known features that would make the road a destination in and of itself. This section of Bull Fork Salt Creek is not listed as a recreational water trail, and therefore, bridge construction is unlikely to impact any recreational boating events. The road closure and detour may temporarily impact motorists traveling to school or other community events in the surrounding areas; however, no significant delays are expected, and all inconveniences to motorists will cease upon project completion. The detour is illustrated in the plans in Appendix B9-B10.

Public Facilities and Services

Discuss what public facilities and services are present in the project area and impacts (such as MOT) that will occur to them. Include how the impacts have been minimized and what coordination has occurred. Some examples of public facilities and services include health facilities, educational facilities, public and private utilities, emergency services, religious institutions, airports, transportation or public pedestrian and bicycle facilities.

Based on a desktop review, the aerial map of the project area (Appendix B2), and the RFI report (Appendix E), there are no public facilities located within the 0.5-mile search radius. There are no public facilities within or adjacent to the project area, which was confirmed by the site visit on October 1, 2021 by SJCA. Therefore, no impacts are expected. Access to all properties will be maintained during construction.

A review of the project plans (Appendix B11-B12) and site visit on October 1, 2021 by SJCA revealed that a water line is present on the west side and overhead telecommunication and electric lines on the east side of N. Hamburg Rd. The utilities may be relocated to accommodate the new structure and roadway work. No permanent impacts to utility services will occur. Utility coordination is ongoing between the project designer and utility companies and will continue until the project is completed.

Services including school buses and emergency services may be temporarily impacted by the detour; however, no significant delays are anticipated, and all inconveniences will cease upon project completion. Early coordination was sent to Franklin County EMS, Franklin County Sheriff Department, and Franklin County School Corporation; however, no responses were received from any of these service agencies.

It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access.

Environmental Justice (EJ) (Presidential EO 12898)	Yes	No
During the development of the project were EJ issues identified?		X
Does the project require an EJ analysis?	X	
If YES, then:		
Are any EJ populations located within the project area?	X	
Will the project result in adversely high and disproportionate impacts to EJ populations?		X

Indicate if EJ issues were identified during project development. If an EJ analysis was not required, discuss why. If an EJ analysis was required, describe how the EJ population was identified. Include if the project has a disproportionately high or adverse effect on EJ populations and explain your reasoning. If yes, describe actions to avoid, minimize and mitigate these effects.

Under FHWA Order 6640.23A, FHWA and the project sponsor, as a recipient of funding from FHWA, are responsible to ensure that their programs, policies, and activities do not have a disproportionately high and adverse effect on minority or low-income populations. Per the current INDOT Categorical Exclusion Manual, an Environmental Justice (EJ) Analysis is required for any project that has two or more relocations or 0.5 acre of additional permanent ROW. The project will require 2.01 acres of new permanent ROW. Therefore, an EJ Analysis is required.

Potential EJ impacts are detected by locating minority and low-income populations relative to a reference population to determine if populations of EJ concern exist and whether there could be disproportionately high and adverse impacts to them. The reference population may be a county, city, or town and is called the community of comparison (COC). In this project, the COC is Franklin County. The community that overlaps the project area is called the affected community (AC). In this project, the AC is Census Tract 9601. An AC has a population of concern for EJ if the population is more than 50% minority or low-income or if the low-income or minority population is 125% of the COC. Data from the 2017 ACS 5-Year Estimates was obtained from the US Census Bureau Website (https://data.census.gov/cedsci/) on December 29, 2021, by SJCA. The data collected for minority and low-income populations within the AC are summarized in the table below.

Table: Minority and Low-Income Data (U.S. Census Bureau, 2017 ACS 5-Year Estimates)

	COC – Franklin County	AC – Census Tract 9601, Franklin County
Percent Minority	3.17%	4.45%
125% of COC	3.96%	AC >125% of COC
EJ Population of Concern	--	Yes
Percent Low-Income	9.06%	7.69%
125% of COC	11.32%	AC < 125% of COC
EJ Population of Concern	--	No

AC Census Tract 9601 has a percent minority of 4.45%, which is below 50% minority and above the 125% of COC threshold. Therefore, the AC is a minority population of EJ concern.

AC Census Tract 9601 has a percent low-income of 7.69%, which is below 50% low-income and below the 125% of COC threshold. Therefore, the AC does not contain low-income populations of EJ concern.

Conclusion
Impacts from this bridge replacement project include 2.01 acres of permanent ROW acquired from seven (7) adjacent property owners of residential, forested, and agricultural properties in a rural area. The ROW acquisition will occur parallel to each side of the roadway, with maximum ROW widths from the centerline increasing by approximately ten (10) feet from the existing maximum ROW on each side of the road. No relocation will be necessary as a result of this ROW acquisition, and community cohesion will not be affected. The MOT is anticipated to be a complete closure of N. Hamburg Rd with a detour that is approximately 11 miles and requires an additional 9 miles of travel. Access to all residences and businesses within the project area will be maintained at all times. The MOT will impact all travelers regardless of income or ethnicity and will not impact EJ populations more than any other population. It was concluded that because this project will include no relocations, no changes in access, and no changes in community cohesion that the identified minority population will not experience a disproportionately high and adverse impact from the project. INDOT ESD concurred with this finding on February 17, 2022 stating that the impacts associated with this project will not be considered as causing a disproportionately high and adverse effect on minority and/or low-income populations (Appendix I8). The census data sheets, maps, and calculations can be found in Appendix I2-I7. No further EJ analysis is warranted.

Relocation of People, Businesses or Farms	**Yes**	**No**
Will the proposed action result in the relocation of people, businesses, or farms?		X
Is a BIS or CSRS required?		X

Number of relocations: Residences: 0 Businesses: 0 Farms: 0 Other: 0

Discuss any relocations that will occur due to the project. If a BIS or CSRS is required, discuss the results in the discussion below.

No relocations of people, businesses, or farms will take place as a result of this project.

SECTION I – HAZARDOUS MATERIALS & REGULATED SUBSTANCES

Hazardous Materials & Regulated Substances (Mark all that apply)	**Documentation**
Red Flag Investigation (RFI)	X
Phase I Environmental Site Assessment (Phase I ESA)	
Phase II Environmental Site Assessment (Phase II ESA)	
Design/Specifications for Remediation required?	

Date RFI concurrence by INDOT SAM (if applicable): January 5, 2022

Include a summary of the potential hazardous material concerns found during review. Discuss in depth sites found within, directly adjacent to, or ones that could impact the project area. Refer to current INDOT SAM guidance. If additional documentation (special provisions, pay quantities, etc.) will be needed, include in discussion. Include applicable commitments.

Based on a review of Geographic Information System (GIS) data and available public records, an RFI was completed on December 21, 2021 by SJCA (Appendix E) and INDOT SAM provided their concurrence on January 5, 2022. No sites with hazardous material concerns (hazmat sites) or sites involved with regulated substances were identified in or within 0.5 mile of the project area. Further investigation for hazardous material concerns or regulated substances is not required at this time.

Part IV – Permits and Commitments

PERMITS CHECKLIST

Permits (mark all that apply)	**Likely Required**
Army Corps of Engineers (404/Section10 Permit)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	X
Individual Permit (IP)	
Other	
IN Department of Environmental Management (401/Rule 5)	
Nationwide Permit (NWP)	
Regional General Permit (RGP)	X
Individual Permit (IP)	
Isolated Wetlands	
Rule 5	X
Other	
IN Department of Natural Resources	
Construction in a Floodway	
Navigable Waterway Permit	
Other	
Mitigation Required	
US Coast Guard Section 9 Bridge Permit	
Others (Please discuss in the discussion below)	

List the permits likely required for the project and summarize why the permits are needed, including permits designated as "Other."

A 404/401 permit from USACE/IDEM is expected to be required for the impacts to Bull Fork Salt Creek. An IDEM Rule 5 permit is anticipated because soil disturbance will be greater than one (1) acre.

An IDNR construction in a floodway (CIF) permit is not anticipated for this project, as the project meets the criteria for the rural bridge exemption. Exemption criterion is included in Appendix C9.

Applicable recommendations provided by USFWS and IDNR are included in the Environmental Commitments section of this document. If permits are found to be necessary, the conditions of the permit will be requirements of the project and will supersede these recommendations.

It is the responsibility of the project sponsor to identify and obtain all required permits.

ENVIRONMENTAL COMMITMENTS

List all commitments and include the name of agency/organization requesting/requiring the commitment(s). Listed commitments should be numbered.

Firm:

1) If the scope of work or permanent or temporary right-of-way amounts change, the INDOT Environmental Services Division and the INDOT District Environmental Section will be contacted immediately. (INDOT ESD and INDOT Seymour District)

2) It is the responsibility of the project sponsor to notify school corporations and emergency services at least two weeks prior to any construction that would block or limit access. (INDOT ESD)

3) Bull Fork Salt Creek is listed for Dissolved Oxygen (DO) and *E. Coli*. Concerning DO, Best Management Practices (BMPs) will be used to avoid further degradation to the stream. Bull Fork is listed for *E. coli*. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure. (INDOT SAM)

4) USFWS Bridge/Structure Assessment shall take place no earlier than two (2) years prior to the start of construction. If construction will begin after October 1, 2023, an inspection of the structure by a qualified individual, must be performed. Inspection of the structure should check for presence of bats/bat indicators and/or presence of birds. The results of the inspection must indicate no signs of bats or birds. If signs of bats or birds are documented during this inspection, the INDOT District Environmental Manager must be contacted immediately. (INDOT ESD)

5) Franklin County Bridge 31 on N. Hamburg Rd over Bull Fork Salt Creek (24-00031, 2400017 NBI), and the project's surrounding habitat is conducive for use (i.e. nests) by a bird species protected under the Migratory Bird Treaty Act (MBTA). Prior to the start of nesting season (May 1) the structure must be inspected for birds or signs of birds. If birds or signs of birds are found during the inspection, avoidance and minimization measures must be implemented prior to the start of and during the nesting season. Nests without eggs or young should be removed prior to construction during the non-nesting season (September 8 – April 30) and during the nesting season if no eggs or young are present. Nests with eggs or young cannot be removed or disturbed during the nesting season (May 1 – September 7). Nests with eggs or young should be screened or buffered from active construction. Details of the required procedures are outlined in the "Potential Migratory Bird on Structure" RSP. (INDOT ESD)

6) General AMM 1: Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs. (USFWS)

7) Lighting AMM 1: Direct temporary lighting away from suitable habitat during the active season. (USFWS)

8) Tree Removal AMM 1: Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal. (USFWS)

9) Tree Removal AMM 2: Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/rail surface and outside of documented roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed. (No tree clearing April 1 – September 30) (USFWS, IDNR-DFW)

10) Tree Removal AMM 3: Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits). (USFWS)

11) Tree Removal AMM 4: Do not remove documented Indiana Bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 mile of roosts, or documented foraging habitat any time of year. (USFWS)

12) Final construction plans and right of way plans will be sent to the Franklin County Surveyor's office for records purposes. (Franklin County Surveyor)

For Further Consideration:

13) Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap. (USFWS)

14) Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat. (USFWS)

15) Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High Water mark during this time unless the machinery is within the caissons or on the cofferdams. (USFWS)

16) Evaluate wildlife crossings under bridge/culvert projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing. (USFWS)

17) Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. (IDNR-DFW)

18) Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Riprap may be used only at the toe of the sideslopes up to the ordinary high water mark (OHWM). The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to the area and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion. (IDNR-DFW)

19) Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, at least 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10 inches dbh or greater (5:1 mitigation based on the number of large trees). (IDNR-DFW)

20) The new, replacement, or rehabbed structure should not create conditions that are less favorable for wildlife passage under the structure compared to the current conditions. (IDNR-DFW)

21) Minimize the use of riprap and use alternative erosion protection materials whenever possible. (IDNR-DFW)

22) Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure. (IDNR-DFW)

23) Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds. (IDNR-DFW)

24) Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids. (IDNR-DFW)

Table of Contents for Appendix Items

APPENDIX A:

INDOT Supporting Documentation

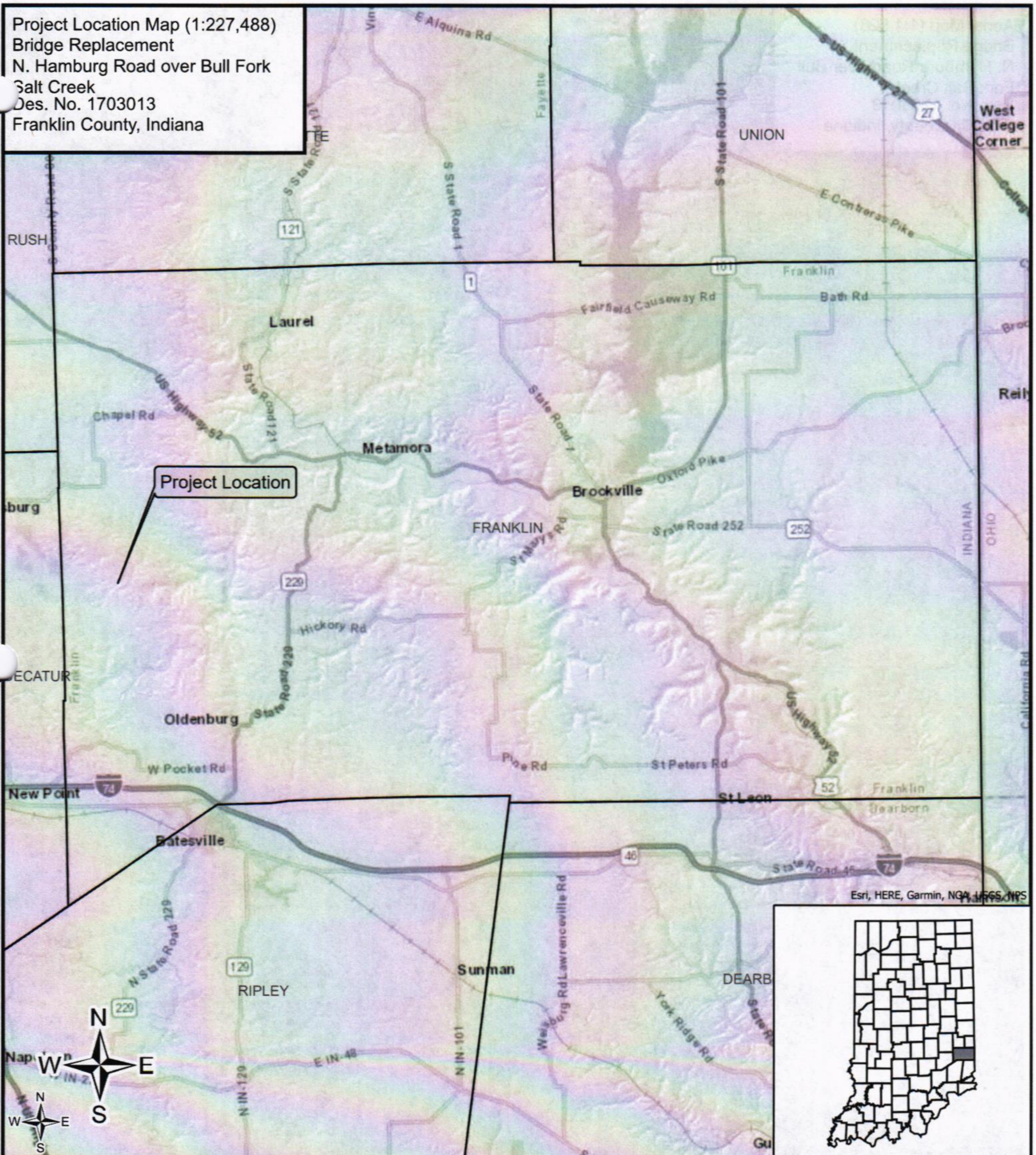
Categorical Exclusion Level Thresholds

	PCE	Level 1	Level 2	Level 3	Level 4[1]
Section 106	Falls within guidelines of Minor Projects PA	"No Historic Properties Affected"	"No Adverse Effect"	-	"Adverse Effect" Or Historic Bridge involvement[2]
Stream Impacts[3]	No construction in waterways or water bodies	< 300 linear feet of stream impacts	≥ 300 linear feet of stream impacts	-	USACE Individual 404 Permit[4]
Wetland Impacts[3]	No adverse impacts to wetlands	< 0.1 acre	-	< 1.0 acre	≥ 1.0 acre
Right-of-way[5]	Property acquisition for preservation only or none	< 0.5 acre	≥ 0.5 acre	-	-
Relocations	None	-	-	< 5	≥ 5
Threatened/Endangered Species (Species Specific Programmatic for Indiana bat & northern long eared bat)*	"No Effect", "Not likely to Adversely Affect" (With select AMMs[6])	"Not likely to Adversely Affect" (With any AMMs or commitments)	-	"Likely to Adversely Affect"	Project does not fall under Species Specific Programmatic[7]
Threatened/Endangered Species (Any other species)*	Falls within guidelines of USFWS 2013 Interim Policy or "No Effect"	"Not likely to Adversely Affect"	-	-	"Likely to Adversely Affect"
Environmental Justice	No disproportionately high and adverse impacts	-	-	-	Potential[8]
Sole Source Aquifer	No Detailed Groundwater Assessment	-	-	-	Detailed Groundwater Assessment
Floodplain	No Substantial Impacts	-	-	-	Substantial Impacts
Section 4(f) Impacts	None	-	-	-	Any[9]
Section 6(f) Impacts	None	-	-	-	Any
Permanent Traffic Alteration	None	-	-	-	Any
Noise Analysis Required	No	-	-	-	Yes
Air Quality Analysis Required	No	-	-	-	Yes[10]
Approval Level • **District Env. (DE)** • **Env. Serv. Div. (ESD)** • **FHWA**	Concurrence by DE or ESD	DE or ESD	DE or ESD	DE and/or ESD	DE and/or ESD; and FHWA

[1] Coordinate with INDOT Environmental Services Division. INDOT will then coordinate with the appropriate FHWA Environmental Specialist.
[2] Any involvement with a bridge processed under the Historic Bridge Programmatic Agreement.
[3] Total permanent impacts to streams (linear feet) and wetlands (acres).
[4] US Army Corps of Engineers Individual 404 Permit
[5] Total permanent and temporary right-of-way. This does not include reacquisition of existing apparent right-of-way.
[6] Avoidance and Mitigation Measures (AMMs) determined by the IPAC determination key to be required that are not tree AMMs, bridge AMMs, or structure AMMs.
[7] Projects that do not fall under a Species Specific Programmatic and results in a "Likely to Adversely Affect". Other findings can be processed as a lower level CE.
[8] Potential for causing a disproportionately high and adverse impact.
[9] Section 4(f) use resulting in an Individual, Programmatic, or *de minimis* evaluation. The only exception is a *de minimis* evaluation for historic properties (Effective January 2, 2020). If a historic property *de minimis* and no other use, mark the *None* column.
[10] Hot Spot Analysis and/or MSAT Quantitative Emission Analysis.
* Includes the threatened/endangered species critical habitat
Note: Substantial public or agency controversy may require a higher-level NEPA document.

APPENDIX B:
GRAPHICS AND PLAN SHEETS

Project Location Map (1:227,488)
Bridge Replacement
N. Hamburg Road over Bull Fork
Salt Creek
Des. No. 1703013
Franklin County, Indiana



0 2.5 5 Miles

County Boundary
Project County

10/28/2021

SJCA

Aerial Map (1:1,528)
Bridge Replacement
N. Hamburg Road over Bull Fork Salt Creek
Des. No. 1703013
Franklin County, Indiana

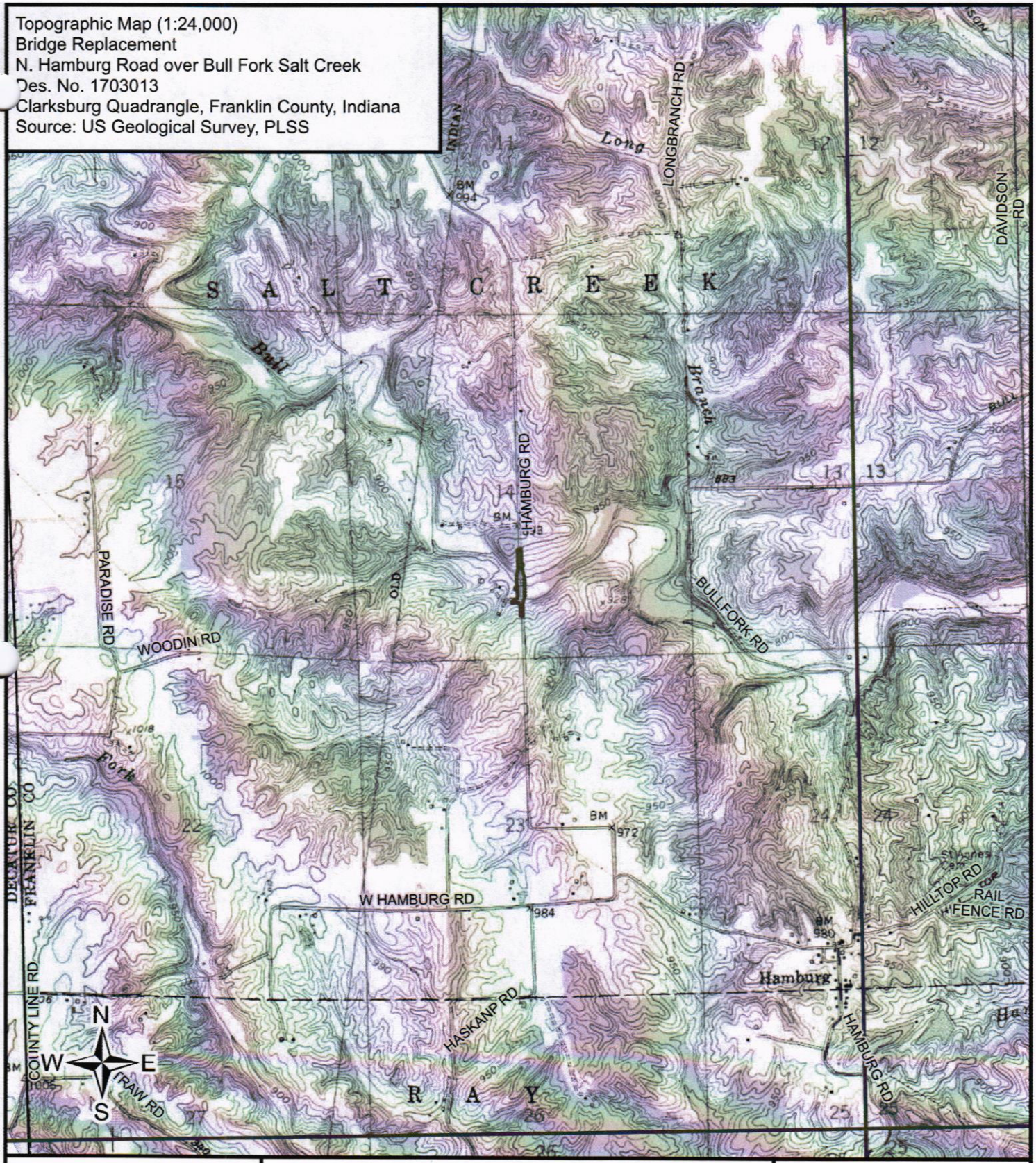
0 100 200 Feet

Project Location

10/27/2021

SJCA

Topographic Map (1:24,000)
Bridge Replacement
N. Hamburg Road over Bull Fork Salt Creek
Des. No. 1703013
Clarksburg Quadrangle, Franklin County, Indiana
Source: US Geological Survey, PLSS



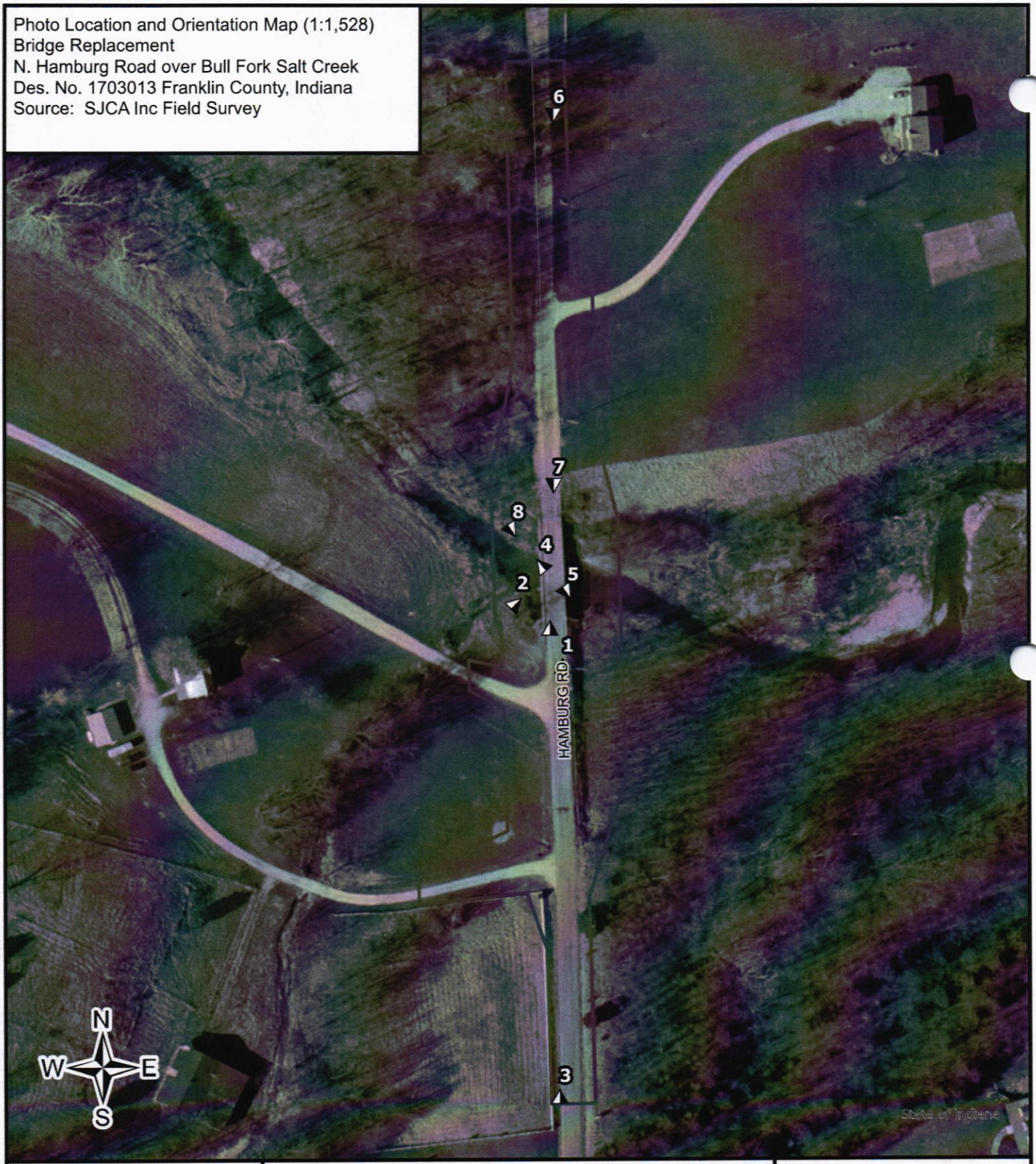
0 0.28 0.55 Miles

Project Location

10/28/2021

SJCA

Photo Location and Orientation Map (1:1,528)
Bridge Replacement
N. Hamburg Road over Bull Fork Salt Creek
Des. No. 1703013 Franklin County, Indiana
Source: SJCA Inc Field Survey



0 0.02 0.04 Miles

Project Location
Photo Location

10/28/2021

SJCA

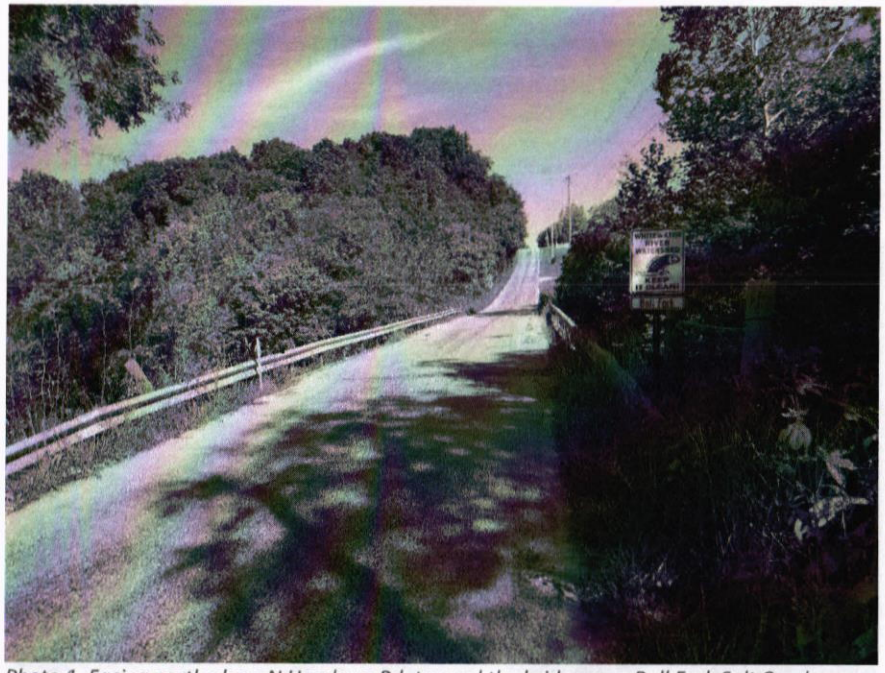


Photo 1. Facing north along N Hamburg Rd, toward the bridge over Bull Fork Salt Creek.

Photo 2. Facing northeast from the peninsula, towards the bridge over Bull Fork Salt Creek.

Photo 2. Facing north along the vegetated drainage swale on the west side of N Hamburg Rd, from the south end of the project area.

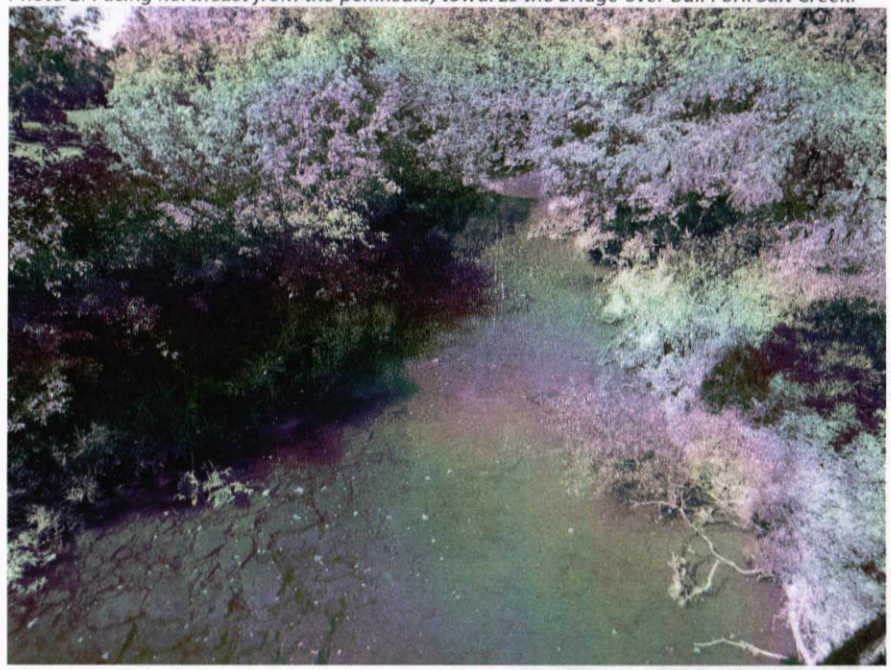


Photo 4. Facing northwest along Bull Fork Salt Creek, from the N Hamburg Rd bridge.

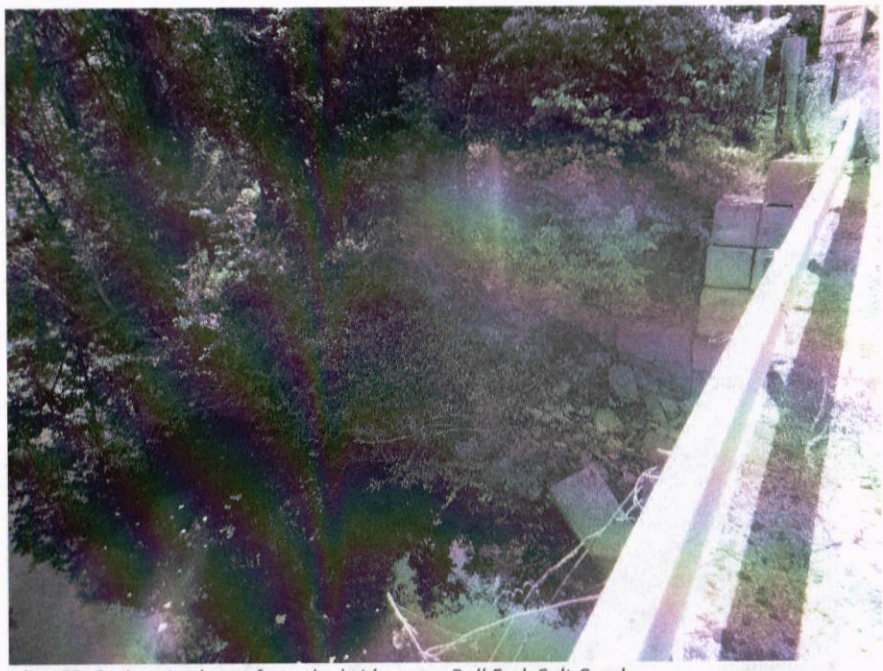


Photo 5. Facing southeast from the bridge over Bull Fork Salt Creek.

Photo 6. Facing south along the east side of N Hamburg Rd, from the north end of the Project area

Photo 7. Facing south along N Hamburg Rd, towards the bridge over Bull Fork Salt Creek.

Photo 3. Facing southeast towards the N Hamburg Rd bridge over Bull Fork Salt Creek.

PROJECT	DESIGNATION NO.
1703013	1703013
CONTRACT	BRIDGE FILE
B-40892	FRANKLIN COUNTY BRIDGE 31

INDIANA DEPARTMENT OF TRANSPORTATION

Note: Pages have been removed from plans

STRUCTURE INFORMATION				
STRUCTURE	TYPE	SPAN AND SKEW	OVER	STATION
FRANKLIN COUNTY BRIDGE 31	CONTINUOUS COMPOSITE PRESTRESSED CONCRETE I-BEAM, TYPE II	3 Spans: 53'-3", 62'-0", 53'-3" 30°00'00" SKEW RT.	BULL FORK SALT Creek	24+90.00 "PR-A"

TRAFFIC DATA	
A.A.D.T. (2024)	360 V.P.D.
A.A.D.T. (2044)	380 V.P.D.
D.H.V. (2044)	490 V.P.H.
DIRECTIONAL DISTRIBUTION	50 %
TRUCKS	11 % D.H.V.
	40 % A.A.D.T.
DESIGN DATA	
DESIGN SPEED	35 MPH
PROJECT DESIGN CRITERIA	3R (Non-Freeway)
FUNCTIONAL CLASSIFICATION	Rural - Major Collector
RURAL/URBAN	Rural
TERRAIN	Rolling
ACCESS CONTROL	None

BRIDGE PLANS

FOR SPANS OVER 20 FEET
ON
NORTH HAMBURG ROAD OVER BULL FORK SALT CREEK

PROJECT NO. 1703013 P.E.
1703013 R/W
1703013 CONST.

APPROVED BY: DATE: _____

LARRY SMITH- FRANKLIN COUNTY HIGHWAY SUPERVISOR & EMPLOYEE IN RESPONSIBLE CHARGE (ERC)

Bridge Replacement on N. Hamburg Road over Bull Fork Salt Creek
Located 2.9 miles South of Stipps Hill Road
in Section 14, T11N, R11E, Salt Creek Township, Franklin County, Indiana.

APPROVED BY
FRANKLIN COUNTY BOARD OF COMMISSIONERS

_____

_____

_____

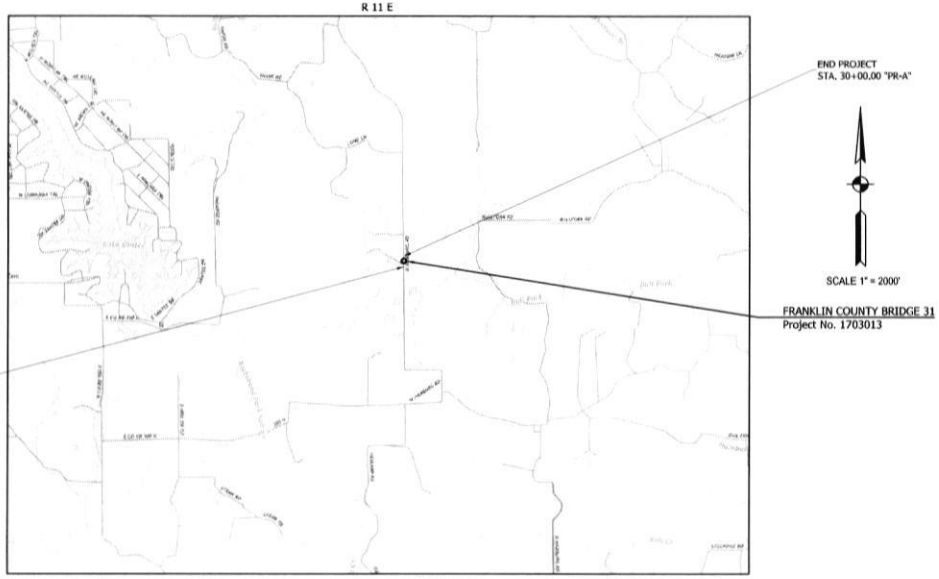
ATTEST DATE _____

_____

RECOMMENDED FOR APPROVAL

DATE _____

_____



LOCATION MAP

PROJECT LOCATION SHOWN BY ■
FRANKLIN COUNTY, INDIANA

LATITUDE: 39°23'55.18" N LONGITUDE: 85°16'6.6" W

BRIDGE LENGTH = 0.032 mi.
ROAD LENGTH = 0.161 mi.
TOTAL LENGTH = 0.193 mi.
MAX. GRADE = -14.01%

HUC: 050800030503

STAGE 2 PLANS 11-29-2021

INDIANA DEPARTMENT OF TRANSPORTATION
STANDARD SPECIFICATIONS DATED 2022
TO BE USED WITH THESE PLANS

usi consultants
8415 East 56th Street
Indianapolis, Indiana 46216

PLANS PREPARED BY: USI Consultants, Inc. 317-544-4996 PHONE NUMBER

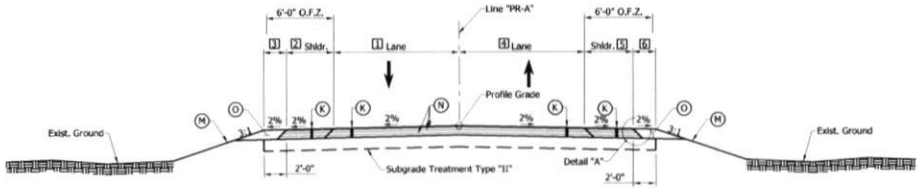
CERTIFIED BY: _____ DATE

APPROVED FOR LETTING: _____ INDIANA DEPARTMENT OF TRANSPORTATION DATE

BRIDGE NO.
FRANKLIN COUNTY BRIDGE 31
DESIGNATION NO.
1703013
SHEETS
1 of 35

CONTRACT	PROJECT NO.
B-40892	1703013

B7



[1] Varies 9.59' at Sta. 19+75.00 to 10.00' at Sta. 20+75.00 "PR-A"
10.00' from Sta. 20+75.00 to Sta. 23+73.66 "PR-A"
10.00' from Sta. 26+06.34 to Sta. 29+00.00 "PR-A"
Varies 10.00' at Sta. 29+00.00 to 10.07' at Sta. 30+00.00 "PR-A"

[2] Varies 0.00' at Sta. 22+70.00 to 4.00' at Sta. 23+20.00 "PR-A"
4.00' from Sta. 23+20.00 to Sta. 23+73.66 "PR-A"
4.00' from Sta. 26+06.34 to Sta. 26+80.00 "PR-A"
Varies 4.00' at Sta. 26+80.00 to 0.00' at Sta. 27+30.00 "PR-A"

[3] Varies 1.00' at Sta. 19+75.00 to 2.00' at Sta. 20+75.00 "PR-A"
2.00' from Sta. 20+75.00 to Sta. 21+87.08 "PR-A"
2.00' from Sta. 22+22.34 to Sta. 23+45.86 "PR-A"
Varies 12.25' at Sta. 23+85.11 to 2.00' at Sta. 24+12.25 "PR-A"
2.00' from Sta. 25+84.21 to Sta. 26+48.00 "PR-A"
Varies 2.00' at Sta. 26+48.00 to 4.00' at Sta. 26+80.00 "PR-A"
Varies 4.00' at Sta. 26+80.00 to 2.00' at Sta. 27+30.00 "PR-A"
2.00' from Sta. 27+30.00 to Sta. 29+00.00 "PR-A"
Varies 2.00' at Sta. 29+00.00 to 1.00' at Sta. 30+00.00 "PR-A"

[4] Varies 9.59' at Sta. 19+75.00 to 10.00' at Sta. 20+75.00 "PR-A"
10.00' from Sta. 20+75.00 to Sta. 23+73.66 "PR-A"
10.00' from Sta. 26+06.34 to Sta. 29+00.00 "PR-A"
Varies 10.00' at Sta. 29+00.00 to 10.07' at Sta. 30+00.00 "PR-A"

[5] Varies 0.00' at Sta. 22+50.00 to 4.00' at Sta. 23+00.00 "PR-A"
4.00' from Sta. 23+00.00 to Sta. 23+73.66 "PR-A"
4.00' from Sta. 26+06.34 to Sta. 26+51.00 "PR-A"
Varies 4.00' at Sta. 26+51.00 to 0.00' at Sta. 27+01.00 "PR-A"

[6] Varies 1.00' at Sta. 19+75.00 to 2.00' at Sta. 20+75.00 "PR-A"
2.00' from Sta. 20+75.00 to Sta. 22+50.00 "PR-A"
Varies 2.00' at Sta. 22+50.00 to 4.00' at Sta. 23+00.00 "PR-A"
Varies 4.00' at Sta. 23+00.00 to 2.00' at Sta. 23+32.00 "PR-A"
2.00' from Sta. 23+32.00 to Sta. 23+95.79 "PR-A"
2.00' from Sta. 25+67.75 to Sta. 26+19.00 "PR-A"
Varies 2.00' at Sta. 26+19.00 to 4.00' at Sta. 26+51.00 "PR-A"
Varies 4.00' at Sta. 26+51.00 to 2.00' at Sta. 27+01.00 "PR-A"
2.00' from Sta. 27+01.00 to Sta. 27+40.58 "PR-A"
2.00' from Sta. 27+75.37 to Sta. 29+00.00 "PR-A"
Varies 2.00' at Sta. 29+00.00 to 1.00' at Sta. 30+00.00 "PR-A"

TYPICAL SECTION - LINE "PR-A"

Scale: 1" = 5'

Sta. 19+75.00 to Sta. 23+73.66 "PR-A"
Sta. 26+06.34 to Sta. 30+00.00 "PR-A"

Note to Reviewer:
Assumed Pavement Design.
To be revised as necessary
per Final Design

LEGEND

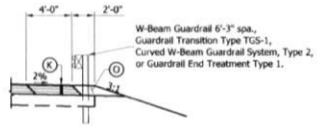
(K) 165#/Syd. QC/QA-HMA, 3, 64, Surface, 9.5mm on
330#/Syd. QC/QA-HMA, 2, 64, Intermediate, 19.0mm on
440#/Syd. QC/QA-HMA, 2, 64, Base, 19.0mm on
440#/Syd. QC/QA-HMA, 2, 64, Base, 19.0mm on
Subgrade Treatment, Type II

(O) Compacted Aggregate No. 53.

(M) Mulched Seeding "R"

(N) Tack Coat

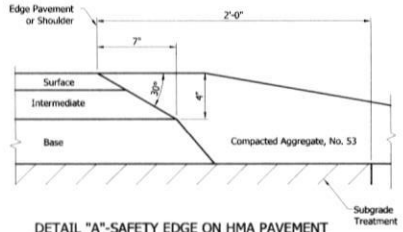
O.F.Z. = Obstruction Free Zone



GUARDRAIL TYPICAL SECTION - LINE "PR-A"

Scale: 1" = 5'

Sta. 23+00.62 to Sta. 23+73.66 "PR-A", Rt.
Sta. 23+83.48 to Sta. 23+73.66 "PR-A", Lt.
Sta. 26+04.13 to Sta. 26+50.43 "PR-A", Rt.
Sta. 26+04.13 to Sta. 26+79.38 "PR-A", Lt.



DETAIL "A"-SAFETY EDGE ON HMA PAVEMENT

No Scale

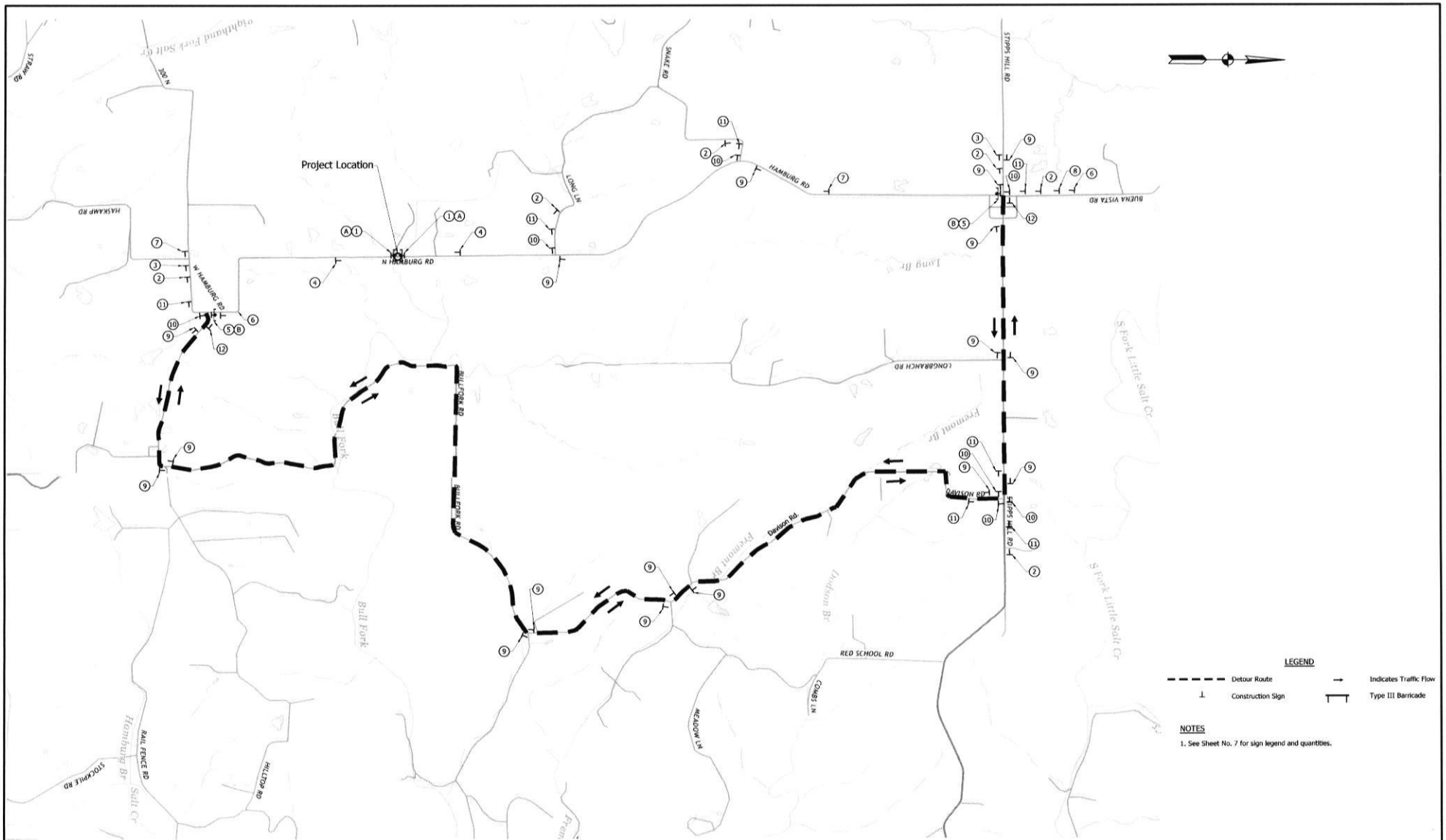
NOT FOR CONSTRUCTION

DESIGNED: DJG	DRAWN: BDC
CHECKED: BMA	CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

TYPICAL CROSS SECTIONS

HORIZONTAL SCALE	BRIDGE FILE
1" = 5'	FRANKLIN COUNTY BRIDGE 31
VERTICAL SCALE	DESIGNATION
1" = 5'	1703013
SURVEY BOOK	SHEETS
---	3 of 35
CONTRACT	PROJECT
B-40892	1703013



HAMBURG ROAD DETOUR

	NOT FOR CONSTRUCTION		INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE 1" = 1000'	BRIDGE FILE FRANKLIN COUNTY BRIDGE 31
				VERTICAL SCALE 1" = 1000'	DESIGNATION 1703013
		DESIGNED: DJG DRAWN: BDC	DETOUR ROUTE	SURVEY BOOK ----	SHEETS 6 of 35
		CHECKED: BMA CHECKED: DJG		CONTRACT B-40892	PROJECT 1703013

SIGN DETAIL
1:20

SIGN NUMBER	M1-5
WIDTH x HGHT.	3'-6" x 2'-0"
BORDER WIDTH	0.5"
CORNER RADIUS	1.5"
MOUNTING	Ground
BACKGROUND	TYPE: Reflective
	COLOR: White
LEGEND/BORDER	TYPE: Reflective
	COLOR: White/Black/White

SYMBOL	ROT	X	Y	WID	HT

Panel Style: M5-1
Dimensions are in inches.tenths

Letter locations are panel edge to lower left corner

LETTER POSITIONS (X)

										LENGTH	SERIES/SIZE
N		H	A	M	B	U	R	G			B 2000
4.1	6.7	12.7	16.1	20.2	24.5	28	31.9	35.3		33.7	6
R	O	A	D								B 2000
14.3	17.8	21.1	25.1							13.4	6

LEGEND	DESCRIPTION		SIZE	TYPE	NO.
①	ROAD CLOSED	R11-2	48" X 30"	Road Closure Assembly	2
②	DETOUR AHEAD	XW20-2	48" X 48"	A	6
③	ROAD CLOSED AHEAD	XW20-3	48" X 48"	A	2
④	ROAD CLOSED 1500'	XW20-3 (1500)	48" X 48"	A	2
⑤	ROAD CLOSED TO THRU TRAFFIC DETOUR	R11-4 XM4-10 (L or R)	60" X 30" 48" X 18"	Road Closure Assembly	2
⑥	ROAD CLOSED ON OR AFTER X / X / XX	XW20-6	60" X 30"	A	2
⑦	ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY	R11-3 (2 Miles)	60" X 30"	A	2

2-XW20-6 Signs to be placed at the site a minimum of 10 business days prior to Road Closure.

LEGEND	DESCRIPTION		SIZE	TYPE	NO.
⑧	ROAD CLOSED XX MILES AHEAD LOCAL TRAFFIC ONLY	R11-3 (3 Miles)	60" X 30"	A	1
⑨	DETOUR NORTH SOUTH N HAMBURG ROAD	XM4-8 M3-1 or M3-3 M1-5 (N. HAMBURG ROAD) M6-3	30" X 15" 30" X 15" 42" X 24" 21" X 15"	Detour Route Assembly	17
⑩	DETOUR NORTH SOUTH N HAMBURG ROAD	XM4-8 M3-1 or M3-3 M1-5 (N. HAMBURG ROAD) M6-1 (L or R)	30" X 15" 24" X 24" 42" X 24" 21" X 15"	Detour Route Assembly	7
⑪	DETOUR NORTH SOUTH N HAMBURG ROAD	XM4-8 M3-1 or M3-3 M1-5 (N. HAMBURG ROAD) M5-1 (L or R)	30" X 15" 24" X 24" 42" X 24" 21" X 15"	Detour Route Assembly	7
⑫	END DETOUR N HAMBURG ROAD	XM4-6 XM4-8 M1-5 (N. HAMBURG ROAD) M5-1 (L or R) or M6-3	30" X 15" 30" X 15" 42" X 24" 21" X 15"	Detour Route Assembly	2
Ⓐ	TYPE III-A BARRICADE		12'	-	48
Ⓑ	TYPE III-B BARRICADE		12'	-	48

TYPE OF SIGN	QUANTITY	PAY ITEM
ROAD CLOSURE ASSEMBLY	4 Each	801-04308
DETOUR ROUTE ASSEMBLY	33 Each	801-06625
CONSTRUCTION SIGN TYPE A	15 Each	801-06640
BARRICADE, III-A	48 Lft.	801-07118
BARRICADE, III-B	48 Lft.	801-07119
MAINTAINING TRAFFIC	1 LSUM	801-06775

NOTES

1. See Sheet No. 6 for Hamburg Road Detour Plan.

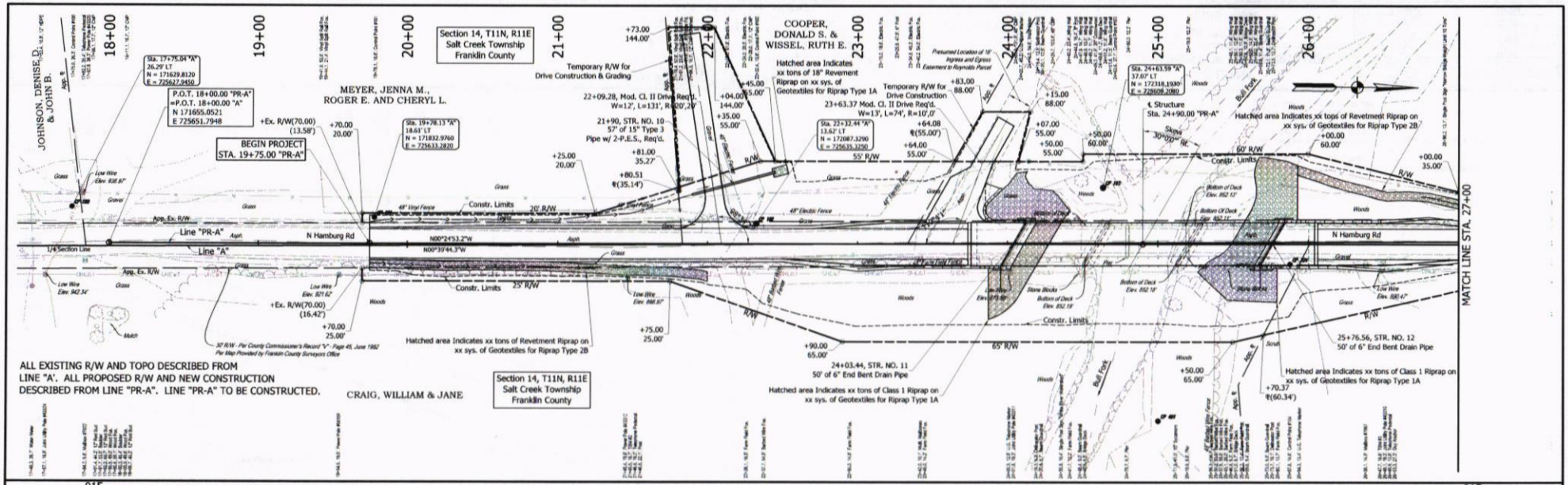
NOT FOR CONSTRUCTION

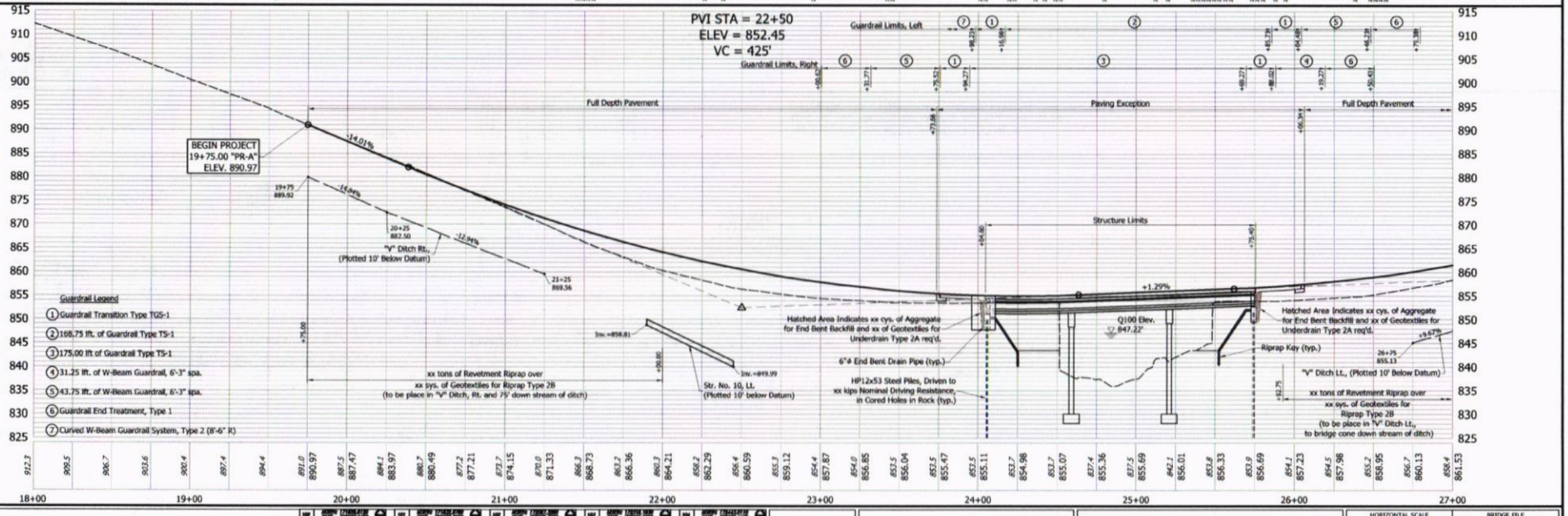
INDIANA
DEPARTMENT OF TRANSPORTATION

DETOUR ROUTE

DESIGNED: DJG	DRAWN: BDC
CHECKED: BMA	CHECKED: DJG

HORIZONTAL SCALE	BRIDGE FILE
NONE	FRANKLIN COUNTY BRIDGE 31
VERTICAL SCALE	DESIGNATION
NONE	1703013
SURVEY BOOK	SHEETS
----	7 of 35
CONTRACT	PROJECT
B-40892	1703013





NOT FOR CONSTRUCTION

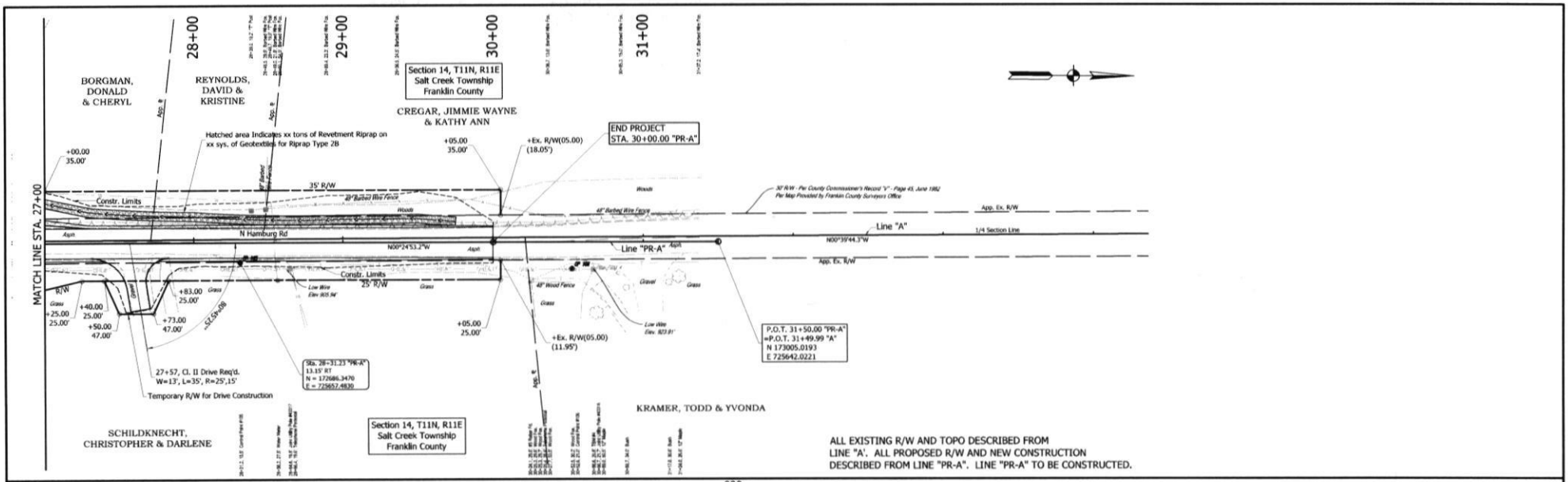
DESIGNED: DJG	DRAWN: BDC
CHECKED: BMA	CHECKED: DJG

INDIANA DEPARTMENT OF TRANSPORTATION

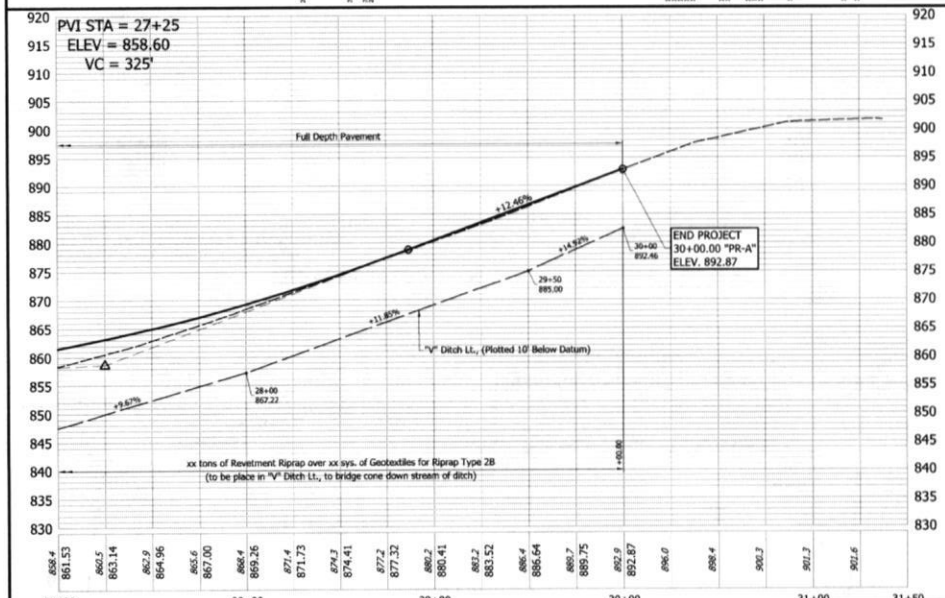
PLAN AND PROFILE
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	FRANKLIN COUNTY BRIDGE 31
VERTICAL SCALE	DESIGNATION
1" = 10'	1703013
SURVEY BOOK	SHEETS
----	8 of 35
CONTRACT	PROJECT
B-40892	1703013

B11



ALL EXISTING R/W AND TOPO DESCRIBED FROM LINE 'A'. ALL PROPOSED R/W AND NEW CONSTRUCTION DESCRIBED FROM LINE "PR-A". LINE "PR-A" TO BE CONSTRUCTED.



BENCHMARK INFORMATION:

TBM#1 - Railroad Spike 1' up east side PWP #43319, 40' south of ℄ gravel drive #7021, 40' west of ℄ Hamburg Road.
N: 171550.9 E: 725613.7 Elev.: 921.942'

TBM#2 - Railroad Spike 1' up west side of PWP #43312, 65' south of ℄ gravel drive #7040, 20' east of ℄ Hamburg Road.
N: 172000.7 E: 725668.6 Elev.: 868.418'

TBM#3 - Railroad Spike 1' up west side PWP #43310, 160' north of ℄ bridge, 20' east ℄ Hamburg Road.
N: 172502.9 E: 725662.7 Elev.: 857.132'

TB#4 - Railroad Spike 1' up west side PWP #43316, 40' south of ℄ drive to house #7077, 20' east ℄ Hamburg Road.
N: 172921.8 E: 725660.1 Elev. 901.350'

NOT FOR CONSTRUCTION

DESIGNED: DJG DRAWN: BDC
CHECKED: BMA CHECKED: DJG

INDIANA
DEPARTMENT OF TRANSPORTATION

PLAN AND PROFILE
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	FRANKLIN COUNTY BRIDGE 31
VERTICAL SCALE	DESIGNATION
1" = 10'	1703013
SURVEY BOOK	SHEETS
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CONTRACT	PROJECT
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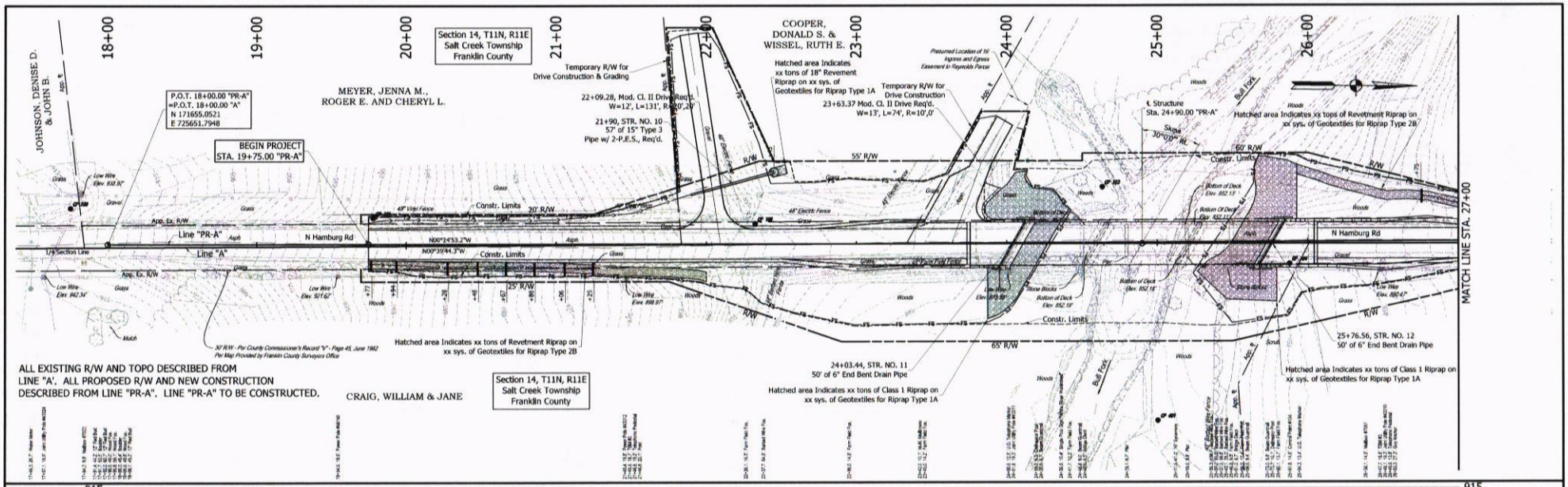
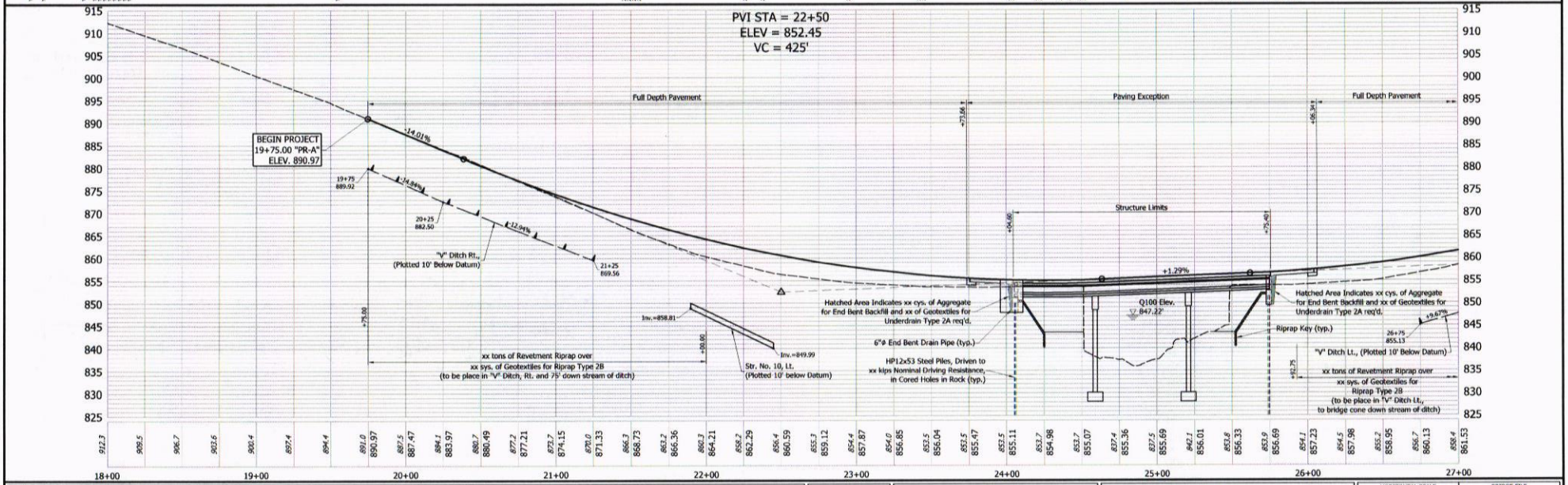




LEGEND

- —FS— Filter Sock
- Temporary Check Dam, Traversable (Plan View)
- Temporary Check Dam, Traversable (Profile View)
- Temporary Outlet Protection

NOTES:

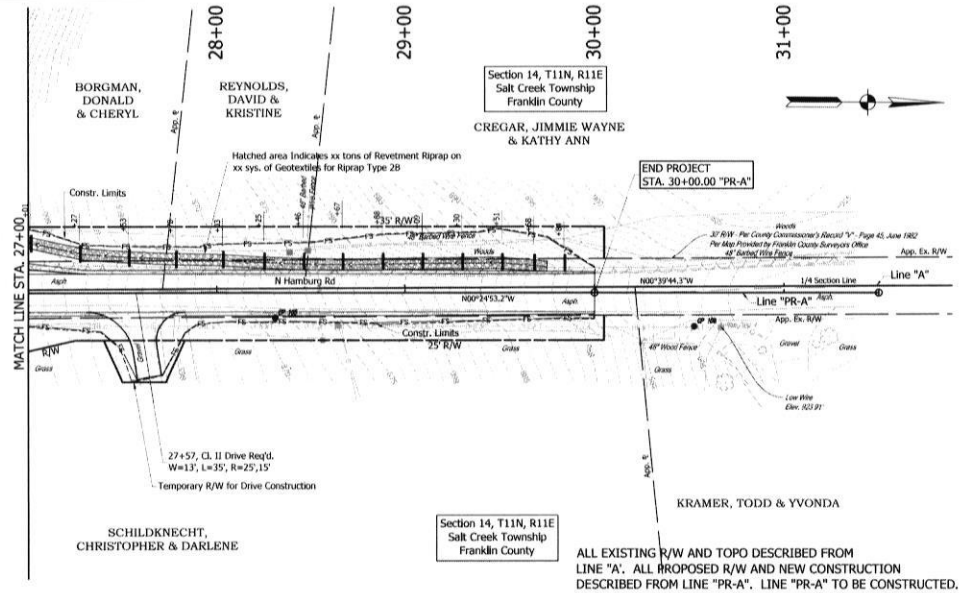
For additional Erosion Control Plan and Profiles see Sheet No. 12.

For additional notes, dewatering detail and quantities see Sheet No. 12.

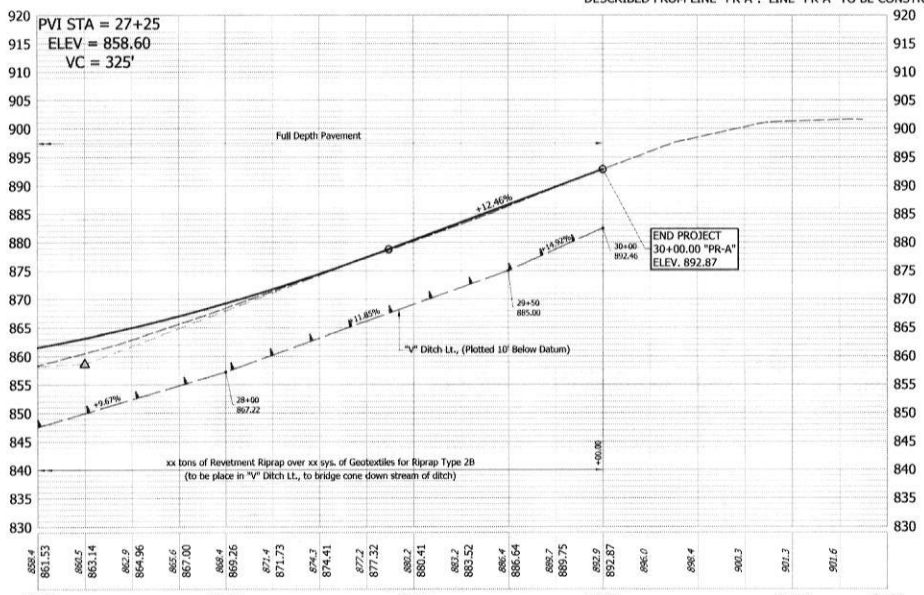
NOT FOR CONSTRUCTION

DESIGNED: DJG	DRAWN: BDC	INDIANA DEPARTMENT OF TRANSPORTATION	HORIZONTAL SCALE: 1" = 30' / BRIDGE FILE: FRANKLIN COUNTY BRIDGE 31
CHECKED: BMA	CHECKED: DJG	EROSION CONTROL DETAILS	VERTICAL SCALE: 1" = 10' / DESIGNATION: 1703013
			SURVEY BOOK: ---- / SHEETS: 11 of 35
			CONTRACT: B-40892 / PROJECT: 1703013

B13

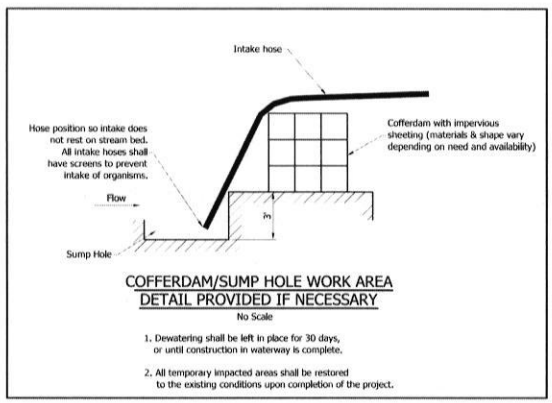


ALL EXISTING R/W AND TOPO DESCRIBED FROM LINE "A". ALL PROPOSED R/W AND NEW CONSTRUCTION DESCRIBED FROM LINE "PR-A". LINE "PR-A" TO BE CONSTRUCTED.



TEMPORARY EROSION AND SEDIMENT CONTROL TABLE

LOCATION STATION TO STATION	LT./RT.	FILTER SOCK	TEMPORARY OUTLET PROTECTION	TEMPORARY CHECK DAM, TRAVERSABLE	TEMPORARY GEOTEXTILES
		lft.	each	lft.	sys.
19+75 to 23+87 "PR-A"	RT.	419			
19+75 to 21+82 "PR-A"	LT.	325			
19+77 "PR-A"	RT.			50	8
19+94 "PR-A"	RT.			50	8
20+28 "PR-A"	RT.			50	8
20+48 "PR-A"	RT.			50	8
20+67 "PR-A"	RT.			50	8
20+86 "PR-A"	RT.			50	8
21+06 "PR-A"	RT.			50	8
21+25 "PR-A"	RT.			50	8
21+94 to 23+93 "PR-A"	LT.	289			
22+45 "PR-A"	LT.	5	1		
24+06 to 24+13 "PR-A"	LT.	42			
23+87 RT. to 24+13 LT. "PR-A" (Along S. Bank)	LT./RT.	141			
25+67 LT. to 25+50 RT. "PR-A" (Along N. Bank)	LT./RT.	134			
25+50 TO 27+58 "PR-A"	RT.	232			
25+67 to 30+00 "PR-A"	LT.	443			
26+75 "PR-A"	LT.			50	8
27+01 "PR-A"	LT.			50	8
27+27 "PR-A"	LT.			50	8
27+53 "PR-A"	LT.			50	8
27+71 to 30+00 "PR-A"	RT.	245			
27+78 "PR-A"	LT.			50	8
28+03 "PR-A"	LT.			50	8
28+25 "PR-A"	LT.			50	8
28+46 "PR-A"	LT.			50	8
28+67 "PR-A"	LT.			50	8
28+88 "PR-A"	LT.			50	8
29+09 "PR-A"	LT.			50	8
29+30 "PR-A"	LT.			50	8
29+51 "PR-A"	LT.			50	8
29+68 "PR-A"	LT.			50	8
29+84 "PR-A"	LT.			50	8
TOTALS		2275	1	1150	184



COFFERDAM/SUMP HOLE WORK AREA DETAIL PROVIDED IF NECESSARY

No Scale

1. Dewatering shall be left in place for 30 days, or until construction in waterway is complete.
2. All temporary impacted areas shall be restored to the existing conditions upon completion of the project.

NOTES:

The contractor will be responsible to submit a plan for protecting the waterway during construction activities. No construction debris shall enter the waterway. The contractor will maintain a clean worksite throughout construction.

Disturbed areas shall be stabilized within 14 days of inactivity. Disturbed areas shall be restored to their existing conditions prior to the completion of the project.

Contractor to determine method for cofferdam construction and dewatering if necessary. Revisions to the erosion control details may require the contractor to submit any revisions to the appropriate jusristictional agency. The contractor is responsible for adhering to the local, state and federal permit conditions as included in the contract documents. Any deviations from the permit conditions will be the responsibility to coordinate with the appropriate regulatory agency at no cost or delay to the project.

NOTES:

For additional Erosion Control Plan and Profiles see Sheet No.'s 11.

LEGEND

- FS Filter Sock
- Temporary Check Dam, Traversable (Plan View)
- Temporary Check Dam, Traversable (Profile View)
- Temporary Outlet Protection

NOT FOR CONSTRUCTION

DESIGNED: DJG	DRAWN: BDC
CHECKED: BMA	CHECKED: DJG

INDIANA DEPARTMENT OF TRANSPORTATION

EROSION CONTROL DETAILS

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	FRANKLIN COUNTY BRIDGE 31
VERTICAL SCALE	DESIGNATION
1" = 10'	1703013
SURVEY BOOK	SHEETS
----	12 of 35
CONTRACT	PROJECT
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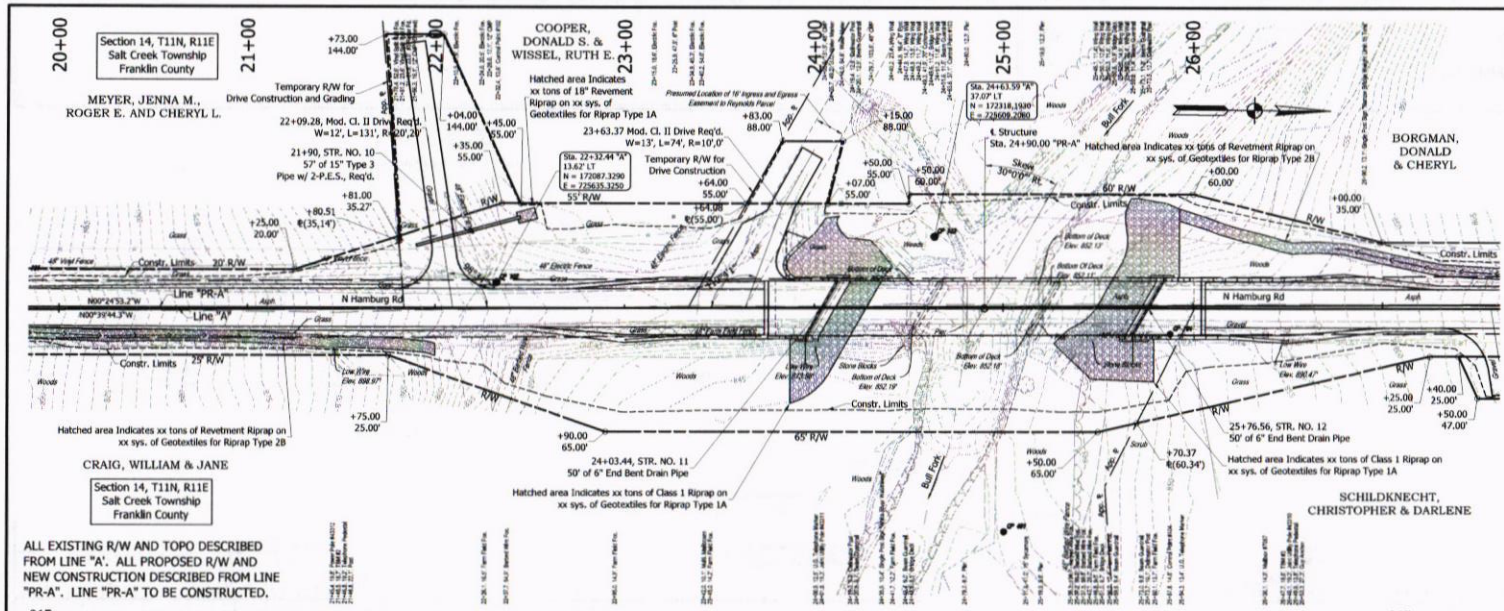
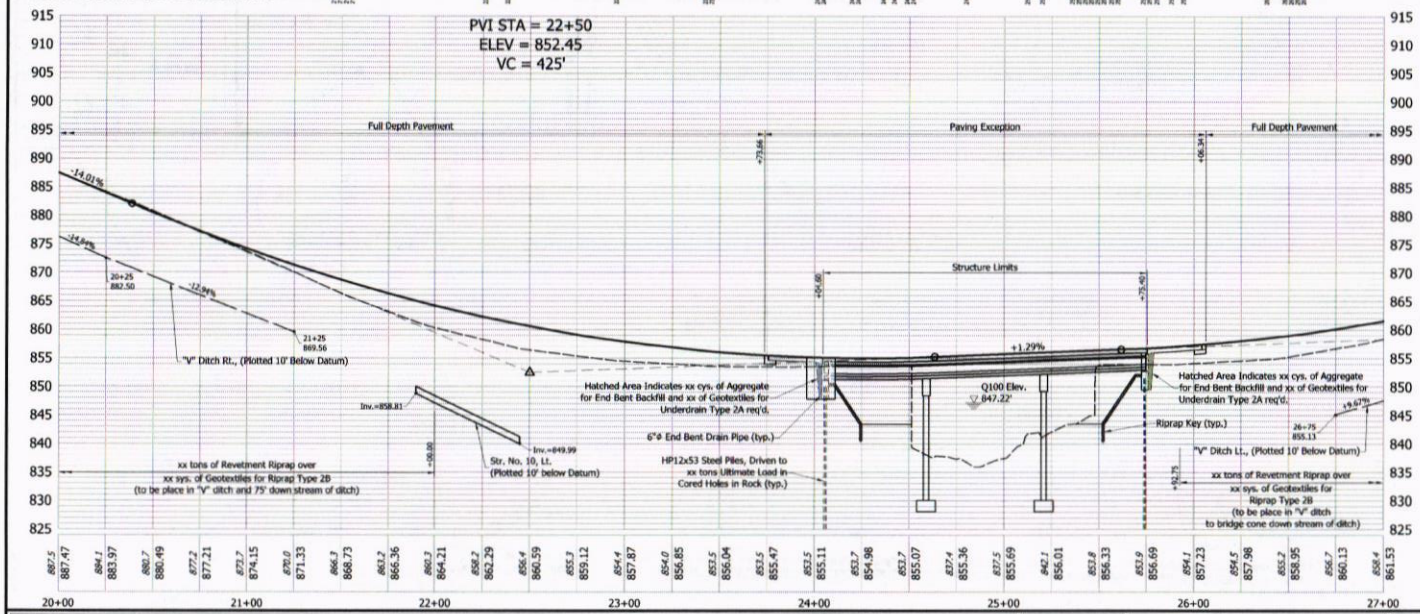
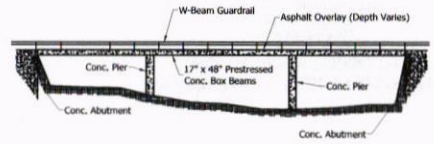






EXISTING STRUCTURE

Existing Structure is a Three Span,
17"x48" Prestressed Concrete Box Beam Structure.
Existing Structure to be Removed
Scale: None

HYDRAULIC DATA

Drainage Area:	14.51 sq. miles
Q100 Discharge	4600.00 cfs
Q100 Elevation	847.22 ft.

DESCRIPTION	Existing Structure	Proposed Structure
Q100 Backwater:	1.84 ft.	1.13 ft.
Q100 Headwater Elev.:	849.48 ft.	848.77 ft.
Gross Waterway Area below Q100:	717.90 sq. ft.	832.00 sq. ft.
Road Overflow Waterway Area:	0.00 sq. ft.	0.00 sq. ft.
Q100 Velocity:	13.57 ft./s	7.26 ft./s
Minimum Low Structure Elevation:	851.93 ft.	849.75 ft.
Skew:	0.00 degrees	30.00 degrees
Freeboard:	4.71 ft.	2.53 ft.

SUMMARY OF SCOUR DATA	Existing Structure	Proposed Structure
Flowline Elevation:	N/A ft.	836.24 ft.
Q100 Max. Velocity:	N/A ft./s.	9.78 ft./s.
Q100 Contraction Scour Depth:	N/A ft.	1.93 ft.
Q100 Pier Scour Depth:	N/A ft.	4.80 ft.
Q100 Total Scour:	N/A ft.	6.73 ft.
Q100 Low Scour Elevation:	N/A ft.	829.51 ft.
Q500 Discharge:	N/A cfs	6210.00 cfs
Q500 Natural Water Surface Elev.:	N/A ft./s.	848.15 ft./s.
Q500 Maximum Velocity:	N/A ft./s.	10.78 ft/s..
Q500 Contraction Scour Depth:	N/A ft.	7.11 ft.
Q500 Pier Scour Depth:	N/A ft.	4.80 ft.
Q500 Total Scour:	N/A ft.	11.91 ft.
Q500 Low Scour Elevation:	N/A ft.	824.33 ft.

EARTHWORK TABULATION

Fill +20%	xx cys.
Common Excavation	xx cys.
Useable Waterway Excavation	xx cys.
Surplus Foundation Excavation	xx cys.
Borrow	xx cys.
Total Waterway Excavation	xx cys.
Excavation Unclassified	xx cys.
Benching	xx cys.

No direct payment for Benching. Benching will not be paid for as Common Excavation.

CONTINUOUS COMPOSITE PRESTRESSED CONCRETE I-BEAM BRIDGE, TYPE II

THREE SPANS @ 53'-3", 62'-0", & 53'-3",
SKEW 30°00'00" RT.
28'-0 3/4" CLEAR ROADWAY WIDTH
NORTH HAMBURG ROAD OVER BULL FORK SALT CREEK
FRANKLIN COUNTY, INDIANA

NOT FOR CONSTRUCTION

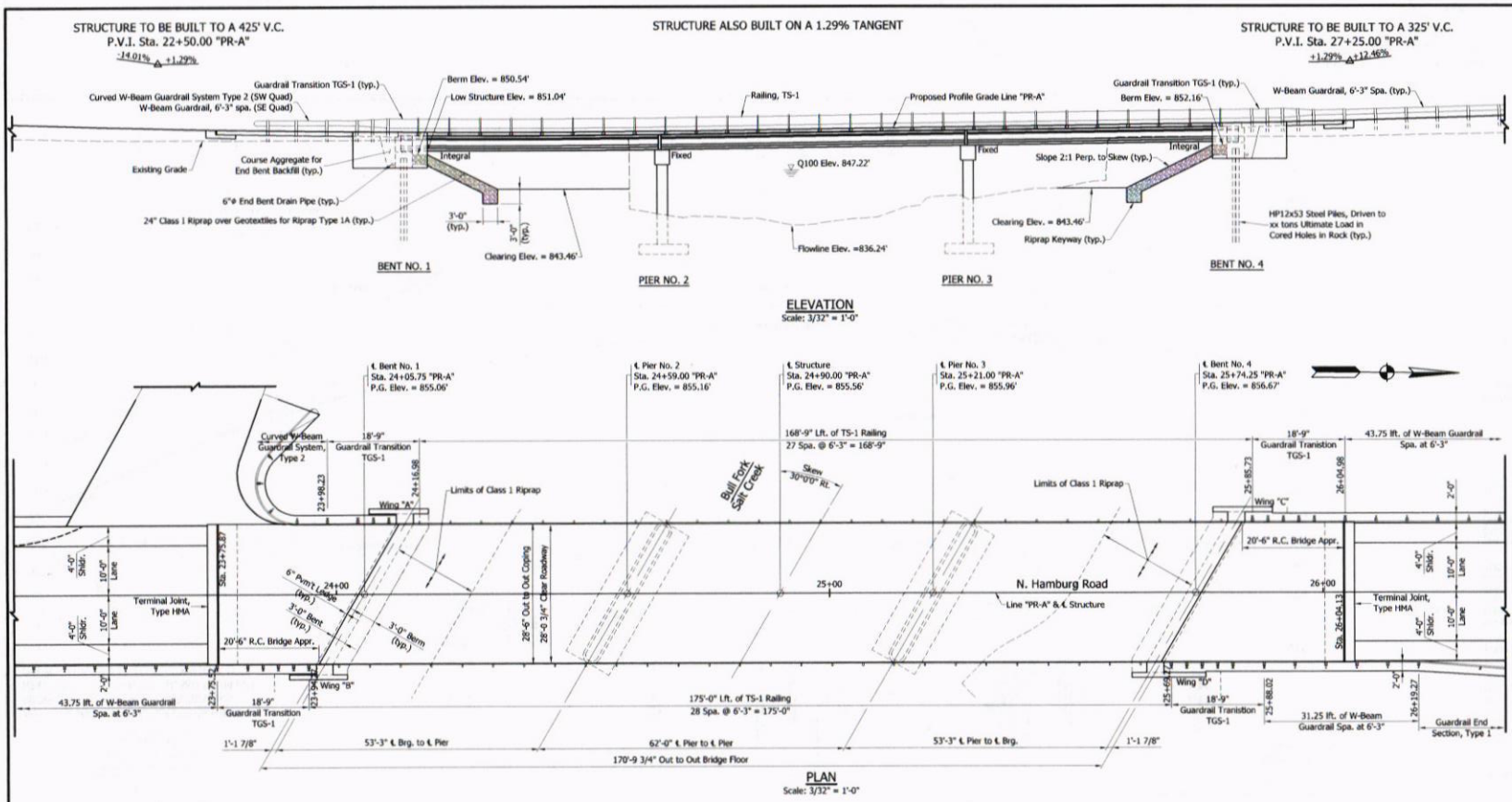
DESIGNED: DJG	DRAWN: BDC
CHECKED: BMA	CHECKED: DJG

INDIANA DEPARTMENT OF TRANSPORTATION

LAYOUT
LINE "PR-A"

HORIZONTAL SCALE	BRIDGE FILE
1" = 30'	FRANKLIN COUNTY BRIDGE 31
VERTICAL SCALE	DESIGNATION
1" = 10'	1703013
SURVEY BOOK	SHEETS
----	13 of 35
CONTRACT	PROJECT
B-40892	1703013

B15



GENERAL NOTES:

All dimensions are in feet and inches and all elevations are in feet unless otherwise noted.

Reinforcing steel covering to be 2 1/2" in top and 1" min. in bottom of floor slabs, 3" in footings except bottom steel to be 4", and 2" in all other parts, unless noted.

Concrete in end bents, floor slab, concrete barrier railing, and wingwalls is to be Class "C".

Surface Seal exposed surfaces of wingwalls, and end bents. Estimated Quantity = xxx Sft.

DESIGN DATA:

Superstructure and Substructure designed for HL-93 loading, in accordance with AASHTO LFRD Bridge Design Specifications, 8th Edition, 2018, and subsequent Interim Specifications.

Designed for actual dead load plus 35#/sft. future wearing surface, and 15#/sft. additional permit use of Permanent Metal Deck Forms.

Slab designed with 1/2" wearing surface.

UNIT STRESSES:

Class "C" Concrete	F'c = 4,000 psi.
Class "A" Concrete	F'c = 3,500 psi.
Class "B" Concrete	F'c = 3,000 psi.
Reinforcing Steel (Grade 60)	Fy = 60,000 psi.

CONTINUOUS COMPOSITE PRESTRESSED CONCRETE I-BEAM BRIDGE, TYPE II

THREE SPANS @ 53'-3", 62'-0", & 53'-3",
SKEW 30°00'00" RT.
28'-0 3/4" CLEAR ROADWAY WIDTH
NORTH HAMBURG ROAD OVER BULL FORK SALT CREEK
FRANKLIN COUNTY, INDIANA

NOT FOR CONSTRUCTION

DESIGNED: DJG	DRAWN: BDC
CHECKED: BMA	CHECKED: DJG

INDIANA DEPARTMENT OF TRANSPORTATION

GENERAL PLAN

HORIZONTAL SCALE	BRIDGE FILE
AS NOTED	FRANKLIN COUNTY BRIDGE 31
VERTICAL SCALE	DESIGNATION
AS NOTED	1703013
SURVEY BOOK	SHEETS
----	14 of 35
CONTRACT	PROJECT
B-40892	1703013

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APPENDIX C:
EARLY COORDINATION

Sample Early Coordination Letter

Note: Update to Early Coordination letter sent on 11.2.21 due to ROW increase.

Certified MBE, State of Indiana; City of Indianapolis

INDOT Certified DBE

February 8, 2021

Re: Des. No.: 1703013, Bridge Replacement Project on North Hamburg Road over Bull Fork Salt Creek., 2.9 Miles south of Stipps Hill Road, Franklin County, Indiana.

Agency Representative,

The Franklin County Board of Commissioners, with federal funding, intends to proceed with a project involving Bridge No. 31 in Franklin County, Indiana. This letter is part of the early coordination phase of the environmental review process. We are requesting comments from your area of expertise regarding any possible environmental effects associated with this project. **Please use the above designation number (Des. No.) and description in your reply**. We will incorporate your comments into a study of the project's environmental impacts.

The project is located on North Hamburg Road, 2.9 Miles south of Stipps Hill Road, Franklin County, Indiana. This section of North Hamburg Road consists of two (2) 9.75-foot lanes with no shoulders and is classified as a Rural Major Collector. The existing structure (NBI: 2400017), which carries North Hamburg Road over Bull Fork Salt Creek, is a three-span concrete box beam bridge with a 100-foot length and 19.5-foot width. The existing structure exhibits significant deterioration to the deck, wearing surface, superstructure, and substructure. The approach roadway is in a sag curve and doesn't meet current design criteria.

The proposed project will replace the existing structure with a three-span prestressed concrete I-beam bridge on new concrete piers and abutments. The new bridge will be approximately 170.75 feet in length, 28 feet in width, and will provide two (2) 10-foot lanes with 4-foot shoulders. This project will require riprap on end bent sloping walls and in the roadside drainage ditches northwest and southeast of the bridge. The approach roadway on each side of the structure will be widened to accommodate two (2) 10-foot lanes with 4-foot shoulders and corrected to meet current design criteria. Full-depth pavement and new guardrail will be installed. It is anticipated that the project will require approximately 2.01 acres of permanent right-of-way (ROW) and 0.17 acre of temporary ROW acquisition. Approximately 0.5 acre of tree clearing is anticipated. A road closure with a detour, is anticipated as the method of traffic maintenance. Construction is anticipated in Spring/Summer 2024.

Land use in the vicinity of the project is primarily rural. SJCA Inc. will complete a Waters of the US Report to identify any ecological resources that may be present, and coordination will occur with the INDOT Ecology and Waterway Permitting Office to determine the required water and water resource permits. This project is anticipated to qualify for the Range-wide Programmatic Agreement for the Indiana bat and northern long-eared bat by completing the Information for Planning and Consultation (IPaC). Coordination will occur with the INDOT Cultural Resources Office (CRO) to evaluate the project area for archeological and historic resources and for Section 106 compliance.

Please respond with comments, questions, and concerns **within thirty (30) calendar days** from the date of this letter; if no response is received, it will be assumed that your agency feels that there are no adverse effects incurred as a result of this proposed project. However, should you find that an extension to the response time is necessary, a reasonable amount may be granted upon request. If you have any questions regarding this matter, please feel free to contact Laura Rogers at SJCA, Inc, at lrogers@sjcainc.com or 765-244-0117, or the Franklin County Employee in Responsible Charge (ERC), Larry Smith at highway@franklincounty.in.gov. Thank you in advance for your input on this project.

Sincerely,

Laura Rogers

SJCA, Inc

Enclosures:
Mailing List
Project Maps
Project Area Photographs

Maps and Photographs are available in Appendix B

9102 N. Meridian Street, Suite 200 • Indianapolis, IN 46260 • Phone 317-566-0629 • Fax 317-566-0633 • www.SJCAinc.com

The following agencies received Early Coordination Letters:

Federal Highway Administration
Erica.tait@dot.gov

Indiana Geological and Water Survey
https://igws.indiana.edu/eAssessment

Environmental Coordinator, IDNR-DFW
environmentalreview@dnr.in.gov

Regional Environmental Coordinator
Midwest Regional Office
National Park Service
Mwro_Compliance@nps.gov

Indiana Department of Environmental Management
Wetlands and Stormwaters Programs
rbraun@idem.in.gov, JTurner2@idem.in.gov

IDEM's Wellhead Proximity Determinator
https://www.in.gov/idem/cleanwater/pages/wellhead/

Field Environmental Officer
Chicago Regional Office
US Department of Housing & Urban Development
erik.r.sandstedt@hud.gov

INDOT Seymour District
Environmental Section
ddye@indot.in.gov

INDOT Project Manager
Greg Prince
gprince@indot.in.gov

US Fish and Wildlife Service
Bloomington Indiana Field Office
robin_mcwilliams@fws.gov

State Conservationist
Natural Resources Conservation Service
john.allen@in.usda.gov

Ms. Deborah Snyder
US Army Corps of Engineers,
Louisville District Indianapolis Regulatory Office
RegulatoryApplicationsLRL@usace.army.mil

Commander, Eighth Coast Guard District
eric.washburn@uscg.mil

Franklin County Council co: Auditor
Auditor@franklincounty.in.gov

Franklin County Commissioner's Office
commissioners@franklincounty.in.gov

Franklin County Surveyor
Rob Seig
surveyor@franklincounty.in.gov

INDOT Utilities and Railroads
wplant@indot.in.gov

Franklin County Soil and Water Conservation District
fcswcd11@gmail.com

Franklin County Floodplain Administrator
Cindy Orschell
fcap@franklincounty.in.gov

Franklin County Highway Superintendent and Franklin County ERC- Larry Smith
highway@franklincounty.in.gov

Franklin County EMS
franklincountyems@etczone.com

Franklin County Sheriff Department
sheriff@franklincounty.in.gov

Franklin County School Corp
Transportation Director, Brittney McCoy
bmccoy@fccsc.k12.in.us

Organization and Project Information

Project ID:	20252
Des. ID:	1703013
Project Title:	Franklin County Bridge 31, North Hamburg Road over Bull Fork Salt Creek
Name of Organization:	SJCA INC
Requested by:	Laura Rogers

Environmental Assessment Report

1. Geological Hazards:
    - Moderate liquefaction potential
    - 1% Annual Chance Flood Hazard
2. Mineral Resources:
    - Bedrock Resource: High Potential
    - Sand and Gravel Resource: None documented in the area
3. Active or abandoned mineral resources extraction sites:
    - None documented in the area

*All map layers from Indiana Map (maps.indiana.edu)

This information was furnished by Indiana Geological Survey
Address: 1001 E. 10th St., Bloomington, IN 47405
Email: IGSEnvir@indiana.edu
Phone: 812 855-7428

Date: November 02, 2021

Laura Rogers

From: McWilliams, Robin <robin_mcwilliams@fws.gov>
Sent: Tuesday, November 2, 2021 12:59 PM
To: Laura Rogers
Subject: Re: [EXTERNAL] Early Coordination, Des. No.: 1703013, Bridge Replacement Project on North Hamburg Road over Bull Fork Salt Creek, Franklin County

Dear Laura,

This responds to your recent letter requesting our comments on the aforementioned project.

These comments have been prepared under the authority of the Fish and Wildlife Coordination Act (16 U.S.C. 661 et. seq.) and are consistent with the intent of the National Environmental Policy Act of 1969, the Endangered Species Act of 1973, and the U. S. Fish and Wildlife Service's Mitigation Policy.

The project is within the range of the Indiana bat (*Myotis sodalis*) and northern long-eared bat (*Myotis septentrionalis*) and should follow the new Indiana bat/northern long-eared bat programmatic consultation process, if applicable (*i.e.* a federal transportation nexus is established). The Service has 14 days after a "Not Likely to Adversely Affect" determination letter is generated to review the project and provide additional comments or request additional information; if you do not receive a response from us within 14 days, we have no additional comments.

Wetland and stream impacts may require permits from the U.S. Army Corps of Engineers, the Indiana Department of Environmental Management's Water Quality Certification program, and the Indiana Department of Natural Resources. Wetland impacts should be avoided, and any unavoidable impacts should be compensated for in accordance with agency mitigation guidelines.

Based on a review of the information you provided, the U.S. Fish and Wildlife Service has no other comments on the project as currently proposed. However, should new information arise pertaining to project plans or a revised species list be published, it will be necessary for the Federal agency to reinitiate consultation. Standard recommendations are provided below.

We appreciate the opportunity to comment at this early stage of project planning. If you have any questions about our recommendations, please contact me at robin_mcwilliams@fws.gov or you may call 812-334-4261 x. 207.

Sincerely,
Robin McWilliams Munson

Standard Recommendations:

1. Do not clear trees or understory vegetation outside the construction zone boundaries. **(This restriction is not related to the "tree clearing" restriction for potential Indiana Bat habitat.)**

2. Restrict below low-water work in streams to placement of culverts, piers, pilings and/or footings, shaping of the spill slopes around the bridge abutments, and placement of riprap.
Culverts should span the active stream channel, should be either embedded or a 3-sided or open-arch culvert, and be installed where practicable on an essentially flat slope. When an open-bottom culvert or arch is used in a stream, which has a good natural bottom substrate, such as gravel, cobbles and boulders, the existing substrate should be left undisturbed beneath the culvert to provide natural habitat for the aquatic community.
3. Restrict channel work and vegetation clearing to the minimum necessary for installation of the stream crossing structure.
4. Minimize the extent of hard armor (riprap) in bank stabilization by using bioengineering techniques whenever possible. If riprap is utilized for bank stabilization, extend it below low-water elevation to provide aquatic habitat.
5. Implement temporary erosion and sediment control methods within areas of disturbed soil. All disturbed soil areas upon project completion will be vegetated following INDOT's standard specifications.
6. Avoid all work within the inundated part of the stream channel (in perennial streams and larger intermittent streams) during the fish spawning season (April 1 through June 30), except for work within sealed structures such as caissons or cofferdams that were installed prior to the spawning season. No equipment shall be operated below Ordinary High-Water Mark during this time unless the machinery is within the caissons or on the cofferdams.
7. Evaluate wildlife crossings under bridge/culverts projects in appropriate situations. Suitable crossings include flat areas below bridge abutments with suitable ground cover, high water shelves in culverts, amphibian tunnels and diversion fencing

Robin McWilliams Munson
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
620 South Walker Street
Bloomington, IN 46142
812-334-4261

Mon-Tues 8-3:30p
Wed-Thurs 8:30-3p Telework

From: Laura Rogers <lrogers@sjcainc.com>
Sent: Tuesday, November 2, 2021 10:14 AM
To: Laura Rogers <lrogers@sjcainc.com>
Subject: [EXTERNAL] Early Coordination, Des. No.: 1703013, Bridge Replacement Project on North Hamburg Road over Bull Fork Salt Creek, Franklin County

Environmental Reviewer,

I am sharing with you a letter and packet detailing a Bridge Replacement Project (Des. No. 1600831) occurring on North Hamburg Road over Bull Fork Salt Creek., 2.9 Miles south of Stipps Hill Road, Franklin County, Indiana. Please respond

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife
Early Coordination/Environmental Assessment

DNR #: ER-24199 **Request Received:** November 2, 2021

Requestor: SCJA Inc
Laura Rogers
9102 North Meridian Street, Suite 200
Indianapolis, IN 46260

Project: North Hamburg Road bridge (#31) replacement over Bull Fork, about 2.9 miles south of Stipps Hill Road; Des#1703013

County/Site info: Franklin

The Indiana Department of Natural Resources has reviewed the above referenced project per your request. Our agency offers the following comments for your information and in accordance with the National Environmental Policy Act of 1969.

If our agency has regulatory jurisdiction over the project, the recommendations contained in this letter may become requirements of any permit issued. If we do not have permitting authority, all recommendations are voluntary.

Regulatory Assessment: This proposal will require the formal approval of our agency for construction in a floodway pursuant to the Flood Control Act (IC 14-28-1), unless it qualifies for a bridge exemption (see enclosure). Please include a copy of this letter with the permit application if the project does not meet the bridge exemption criteria.

Natural Heritage Database: The Natural Heritage Program's data have been checked.
To date, no plant or animal species listed as state or federally threatened, endangered, or rare have been reported to occur in the project vicinity.

Fish & Wildlife Comments: Avoid and minimize impacts to fish, wildlife, and botanical resources to the greatest extent possible, and compensate for impacts. The following are recommendations that address potential impacts identified in the proposed project area:

1) Crossing Structure:
For purposes of maintaining fish and wildlife passage through a crossing structure, the Environmental Unit recommends bridges rather than culverts and bottomless culverts rather than box or pipe culverts. Wide culverts are better than narrow culverts, and culverts with shorter through lengths are better than culverts with longer through lengths. If box or pipe culverts are used, the bottoms should be buried a minimum of 6" (or 20% of the culvert height/pipe diameter, whichever is greater up to a maximum of 2') below the stream bed elevation to allow a natural streambed to form within or under the crossing structure. Crossings should: span the entire channel width (a minimum of 1.2 times the OHWM width); maintain the natural stream substrate within the structure; and have stream depth, channel width, and water velocities during low-flow conditions that are approximate to those in the natural stream channel. Banklines should be restored within box and pipe structures to allow for wildlife passage above the ordinary highwater mark.

2) Bank Stabilization & Wildlife Passage:
The banks currently appear to allow unimpaired wildlife movement along the banks under the bridge. The placement of riprap on the slopes will impair wildlife passage compared to current conditions. The new, replacement, or rehabbed structure, and any bank stabilization under the structure, should not create conditions that are less favorable for wildlife passage under the structure compared to current conditions. A level area of natural ground under the structure is ideal for wildlife passage. If channel

Attachments: A - Bridge Exemption Criteria

clearing will result in a flat bench area above the normal water level under the structure, this area should allow wildlife passage and should remain free of riprap and other similar materials that can impair wildlife passage.

Minimize the use of riprap and use alternative erosion protection materials whenever possible. Riprap must not be placed in the active thalweg channel or placed in the streambed in a manner that precludes fish or aquatic organism passage (riprap must not be placed above the existing streambed elevation). Where riprap must be used, we recommend placing only enough riprap to provide stream bank toe protection, such as from the toe of the bank up to the ordinary high water mark (OHWM). The banks above the OHWM should be restored, stabilized, and revegetated using geotextiles and a mixture of grasses, sedges, wildflowers, shrubs, and trees native to the area and specifically for stream bank/floodway stabilization purposes as soon as possible upon completion.

While hard armoring alone (e.g. riprap or glacial stone) may be needed in certain instances, soft armoring and bioengineering techniques should be considered first. In many instances, one or more methods are necessary to increase the likelihood of vegetation establishment. Combining vegetation with most bank stabilization methods can provide additional bank protection and help reduce impacts upon fish and wildlife. If hard armoring is needed, wildlife passage can be facilitated by using a smooth-surfaced armoring material instead of riprap, such as articulated concrete block mats, fabric-formed concrete mats, or other similar smooth-surfaced material.

Information about bioengineering techniques can be found at http://www.in.gov/legislative/iac/20120404-IR-312120154NRA.xml.pdf. Also, the following is a USDA/NRCS document that outlines many different bioengineering techniques for streambank stabilization: http://directives.sc.egov.usda.gov/17553.wba.

3) Riparian Habitat:
We recommend a mitigation plan be developed (and submitted with the permit application, if required) for any unavoidable habitat impacts that will occur. The DNR's Habitat Mitigation Guidelines (and plant lists) can be found online at: http://iac.iga.in.gov/iac/20200527-IR-312200284NRA.xml.pdf.

Impacts to non-wetland forest of one (1) acre or more should be mitigated at a minimum 2:1 ratio. If less than one acre of non-wetland forest is removed in a rural setting, replacement should be at a 1:1 ratio based on area. Impacts to non-wetland forest under one (1) acre in an urban setting should be mitigated by planting five trees, 1 inch to 2 inches in diameter-at-breast height (dbh), for each tree which is removed that is 10" dbh or greater (5:1 mitigation based on the number of large trees) or by using the 1:1 replacement ratio based on area depending on the type of habitat impacted (individual canopy tree removal in an urban streetscape or park-like environment versus removal of habitat supporting a tree canopy, woody understory, and herbaceous layer). Impacts under 0.10 acre in an urban area may still involve the replacement of large diameter trees but typically do not require any additional mitigation or additional plantings beyond seeding and stabilizing disturbed areas. There are exceptions for high quality habitat sites however.

The mitigation site should be located in the floodway, downstream of the one (1) square mile drainage area of that stream (or another stream within the 8-digit HUC, preferably as close to the impact site as possible) and adjacent to existing forested riparian habitat.

Attachments: A - Bridge Exemption Criteria

THIS IS NOT A PERMIT

State of Indiana
DEPARTMENT OF NATURAL RESOURCES
Division of Fish and Wildlife

Early Coordination/Environmental Assessment

The additional measures listed below should be implemented to avoid, minimize, or compensate for impacts to fish, wildlife, and botanical resources:

1. Revegetate all bare and disturbed areas with a mixture of native grasses, sedges, wildflowers, and also native hardwood trees and shrubs if any woody plants are disturbed during construction as soon as possible upon completion. Do not use any varieties of Tall Fescue or other non-native plants, including prohibited invasive species (see 312 IAC 18-3-25).
2. Minimize and contain within the project limits inchannel disturbance and the clearing of trees and brush.
3. Do not work in the waterway from April 1 through June 30 without the prior written approval of the Division of Fish and Wildlife.
4. Do not cut any trees suitable for Indiana bat or Northern Long-eared bat roosting (greater than 5 inches dbh, living or dead, with loose hanging bark, or with cracks, crevices, or cavities) from April 1 through September 30.
5. Do not excavate in the low flow area except for the placement of piers, foundations, and riprap, or removal of the old structure.
6. Do not construct any temporary runarounds, access bridges, causeways, cofferdams, diversions, or pumparounds.
7. Use minimum average 6 inch graded riprap stone extended below the normal water level to provide habitat for aquatic organisms in the voids.
8. Appropriately designed measures for controlling erosion and sediment must be implemented to prevent sediment from entering the stream or leaving the construction site; maintain these measures until construction is complete and all disturbed areas are stabilized.
9. Seed and protect all disturbed streambanks and slopes not protected by other methods that are 3:1 or steeper with erosion control blankets that are heavy-duty, biodegradable, and net free or that use loose-woven / Leno-woven netting to minimize the entrapment and snaring of small-bodied wildlife such as snakes and turtles (follow manufacturer's recommendations for selection and installation); seed and apply mulch on all other disturbed areas.

Contact Staff: Christie L. Stanifer, Environ. Coordinator, Fish & Wildlife

Our agency appreciates this opportunity to be of service. Please contact the above staff member at (317) 232-4080 if we can be of further assistance.

Christie L. Stanifer **Date:** December 1, 2021

Christie L. Stanifer
Environ. Coordinator
Division of Fish and Wildlife

Attachments: A - Bridge Exemption Criteria

The Flood Control Act (IC 14-28-1) contains a provision (Section 22), which exempts certain bridge projects from its permitting requirement. Specifically, the Act states:

A permit is not required for "a construction or reconstruction project on a state or county highway bridge in a rural area that crosses a stream having an upstream drainage area of not more than fifty (50) square miles…"

Therefore, in order for a bridge project to be exempt, it must:

- be a state or county highway department project;
- be a bridge;
- be located in a rural area; and
- cross a stream having an upstream drainage area of less than 50 square miles.

The initial criterion is very specific - the structure must be a state or county highway department project.

The second requirement mandates that the project be a bridge (for this provision, the Department of Natural Resources considers a culvert to be a bridge). Projects such as bank protection, spoil disposal, borrow pits, etc. are not automatically exempt. Anyone proposing to undertake a non-bridge related activity should consult with the Division of Water's Technical Services Section staff at 317-232-4160 (or toll free at 1-877-928-3755) regarding the applicability of the exemption prior to initiating work.

The third criterion states that the project must be located in a rural area. The phrase "rural area" is defined as an area:

- where the lowest floor elevation, including a basement, of any residential, commercial, or industrial building impacted by the project is at least 2 feet above the 100 year flood elevation with the project in place;
- located outside the corporate boundaries of a consolidated or an incorporated city or town; and
- located outside of the territorial authority for comprehensive planning (generally, a 2 mile planning buffer around a city or town).

The final criterion limits the exemption to a project crossing a stream having an upstream drainage area of less than 50 square miles. The drainage area includes all land area contributing to runoff above the project site and is determined from the United States Geological Survey 7½ minute series quadrangle maps. The Department of Natural Resources will determine the drainage area upon written request.

This exemption has been grossly misunderstood and liberally applied in the past. As a result, the Department of Natural Resources is taking a firm stance on future violations. If challenged, it will be the responsibility of the person claiming the exemption to prove to the Department that all 4 criteria have been satisfied. Failure to do so will result in the Department initiating litigation with the potential for the imposition of fines in amounts up to $10,000 per day.

Note: This exemption only applies to the Flood Control Act. If a bridge is to be constructed over a navigable waterway, or over or near a public freshwater lake, a permit will be required.

Laura Rogers

Subject: FW: Updated Early Coordination, Des. No.: 1703013, Bridge Replacement Project on North Hamburg Road over Bull Fork Salt Creek, Franklin County

From: Rob Seig <fcsurveyor21@gmail.com>
Sent: Wednesday, February 16, 2022 2:46 PM
To: Laura Rogers <lrogers@sjcainc.com>
Cc: Jackie Wilhelm <jwfcsurveyor@gmail.com>
Subject: Re: Updated Early Coordination, Des. No.: 1703013, Bridge Replacement Project on North Hamburg Road over Bull Fork Salt Creek, Franklin County

Hi Laura.

I do not have any comments or questions concerning this project.

I would like a set of the final construction plans and right of way plans sent to me for records purposes. A PDF version will be fine.

Thank you for your consideration.

Rob Seig - LS20200007
Franklin County Surveyor
1010 Franklin Ave
Brookville, IN 47012
765-647-5651 office
812-209-9099 cell
fcsurveyor21@gmail.com

On Tue, Feb 8, 2022 at 4:38 PM Laura Rogers <lrogers@sjcainc.com> wrote:

> Environmental Reviewer,
>
> I am sharing with you a letter and packet detailing a Bridge Replacement Project (Des. No. 1703013) occurring on North Hamburg Road over Bull Fork Salt Creek., 2.9 Miles south of Stipps Hill Road, Franklin County, Indiana. Please respond within 30 days if you have comments, questions, or concerns regarding the project. If no response is received, it will be assumed that you have no comment.
>
> *Early Coordination for this project was originally sent on November 11, 2021. However, due to an increase in required ROW acquisition from 1.25 acres to 2.01 acres, additional comments/questions are welcome.*

USDA United States Department of Agriculture

Farm Production and Conservation

Natural Resources Conservation Service

Indiana State Office
6013 Lakeside Boulevard
Indianapolis, Indiana 46278
317-295-5800

March 9, 2022

Laura Rogers
SJCA
9201 North Meridian Street, Suite 200
Indianapolis, Indiana 46260

Dear Ms. Rogers:

The proposed project to replace the bridge on North Hamburg Road over Bull Fork Salt Creek in Franklin County, Indiana (Des No. 1600831), as referred to in your letter received March 8, 2022, will cause a conversion of prime farmland.

The attached packet of information is for your use completing Parts VI and VII of the AD-1006. After completion, the federal funding agency needs to forward one copy to NRCS for our records.

If you need additional information, please contact John Allen at 317-295-5859 or john.allen@usda.gov.

Sincerely,

JOHN ALLEN Digitally signed by JOHN ALLEN
Date: 2022.03.10 07:13:19 -05'00'

JOHN ALLEN
Acting State Soil Scientist

Enclosures

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*		Date Of Land Evaluation Request	
Name of Project DES1703013_Bridge Repl over Bull Fork		Federal Agency Involved	
Proposed Land Use		County and State Franklin County, Indiana	
PART II *(To be completed by NRCS)*		Date Request Received By NRCS 2/8/22	Person Completing Form: JRA
Does the site contain Prime, Unique, Statewide or Local Important Farmland? *(If no, the FPPA does not apply - do not complete additional parts of this form)*	YES ☑ NO ☐	Acres Irrigated	Average Farm Size 189 ac
Major Crop(s) Corn	Farmable Land In Govt. Jurisdiction Acres: 179804 % 72	Amount of Farmland As Defined in FPPA Acres: 115832 % 46	
Name of Land Evaluation System Used LESA	Name of State or Local Site Assessment System	Date Land Evaluation Returned by NRCS 3/9/22	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	XXX			
B. Total Acres To Be Converted Indirectly	XXX			
C. Total Acres In Site	XXX			
PART IV *(To be completed by NRCS)* Land Evaluation Information				
A. Total Acres Prime And Unique Farmland	0.38			
B. Total Acres Statewide Important or Local Important Farmland	0.00			
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<0.001			
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value	90			
PART V (To be completed by NRCS) Land Evaluation Criterion Relative Value of Farmland To Be Converted (Scale of 0 to 100 Points)	53			

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(Criteria are explained in 7 CFR 658.5 b. For Corridor project use form NRCS-CPA-106)*	Maximum Points	Site A	Site B	Site C	Site D
1. Area In Non-urban Use	(15)	15			
2. Perimeter In Non-urban Use	(10)	10			
3. Percent Of Site Being Farmed	(20)	2			
4. Protection Provided By State and Local Government	(20)	0			
5. Distance From Urban Built-up Area	(15)	15			
6. Distance To Urban Support Services	(15)	0			
7. Size Of Present Farm Unit Compared To Average	(10)	4			
8. Creation Of Non-farmable Farmland	(10)	0			
9. Availability Of Farm Support Services	(5)	5			
10. On-Farm Investments	(20)	5			
11. Effects Of Conversion On Farm Support Services	(10)	0			
12. Compatibility With Existing Agricultural Use	(10)	0			
TOTAL SITE ASSESSMENT POINTS	160	56	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	53	0	0	0
Total Site Assessment *(From Part VI above or local site assessment)*	160	56	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	109	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? YES ☐ NO ☑

Reason For Selection:

Name of Federal agency representative completing this form:	Date: 3/15/22

(See Instructions on reverse side) **Form AD-1006 (03-02)**

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273
http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: February 24, 2022
Project Code: 2022-0008782
Project Name: Des 1703013, Bridge Replacement, Franklin County Bridge #31, N. Hamburg Rd over Bull Fork Salt Creek

Subject: List of threatened and endangered species that may occur in your proposed project location or may be affected by your proposed project

To Whom It May Concern:

The enclosed species list identifies threatened, endangered, proposed and candidate species, as well as proposed and final designated critical habitat, that may occur within the boundary of your proposed project and/or may be affected by your proposed project. The species list fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Endangered Species Act (Act) of 1973, as amended (16 U.S.C. 1531 *et seq.*).

New information based on updated surveys, changes in the abundance and distribution of species, changed habitat conditions, or other factors could change this list. Please feel free to contact us if you need more current information or assistance regarding the potential impacts to federally proposed, listed, and candidate species and federally designated and proposed critical habitat. Please note that under 50 CFR 402.12(e) of the regulations implementing section 7 of the Act, the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally as desired. The Service recommends that verification be completed by visiting the ECOS-IPaC website at regular intervals during project planning and implementation for updates to species lists and information. An updated list may be requested through the ECOS-IPaC system by completing the same process used to receive the enclosed list.

The purpose of the Act is to provide a means whereby threatened and endangered species and the ecosystems upon which they depend may be conserved. Under sections 7(a)(1) and 7(a)(2) of the Act and its implementing regulations (50 CFR 402 *et seq.*), Federal agencies are required to utilize their authorities to carry out programs for the conservation of threatened and endangered species and to determine whether projects may affect threatened and endangered species and/or designated critical habitat.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - http://www.fws.gov/midwest/endangered/section7/

s7process/index.html. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process. For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

A Biological Assessment is required for construction projects (or other undertakings having similar physical impacts) that are major Federal actions significantly affecting the quality of the human environment as defined in the National Environmental Policy Act (42 U.S.C. 4332(2)(c)). For projects other than major construction activities, the Service suggests that a biological evaluation similar to a Biological Assessment be prepared to determine whether the project may affect listed or proposed species and/or designated or proposed critical habitat. Recommended contents of a Biological Assessment are described at 50 CFR 402.12.

If a Federal agency determines, based on the Biological Assessment or biological evaluation, that listed species and/or designated critical habitat may be affected by the proposed project, the agency is required to consult with the Service pursuant to 50 CFR 402. In addition, the Service recommends that candidate species, proposed species and proposed critical habitat be addressed within the consultation. More information on the regulations and procedures for section 7 consultation, including the role of permit or license applicants, can be found in the "Endangered Species Consultation Handbook" at:

http://www.fws.gov/endangered/esa-library/pdf/TOC-GLOS.PDF

Migratory Birds: In addition to responsibilities to protect threatened and endangered species under the Endangered Species Act (ESA), there are additional responsibilities under the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA) to protect native birds from project-related impacts. Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). For more information regarding these Acts see https://www.fws.gov/birds/policies-and-regulations.php.

The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. It is the responsibility of the project proponent to comply with these Acts by identifying potential impacts to migratory birds and eagles within applicable NEPA documents (when there is a federal nexus) or a Bird/Eagle Conservation Plan (when there is no federal nexus). Proponents should implement conservation measures to avoid or minimize the production of project-related stressors or minimize the exposure of birds and their resources to the project-related stressors. For more information on avian stressors and recommended conservation measures see https://www.fws.gov/birds/bird-enthusiasts/threats-to-birds.php.

In addition to MBTA and BGEPA, Executive Order 13186: *Responsibilities of Federal Agencies to Protect Migratory Birds*, obligates all Federal agencies that engage in or authorize activities that might affect migratory birds, to minimize those effects and encourage conservation measures that will improve bird populations. Executive Order 13186 provides for the protection of both migratory birds and migratory bird habitat. For information regarding the implementation of

Executive Order 13186, please visit https://www.fws.gov/birds/policies-and-regulations/executive-orders/e0-13186.php.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. **Please include the Consultation Code in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.**

Attachment(s):

- Official Species List
- Migratory Birds
- Wetlands

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

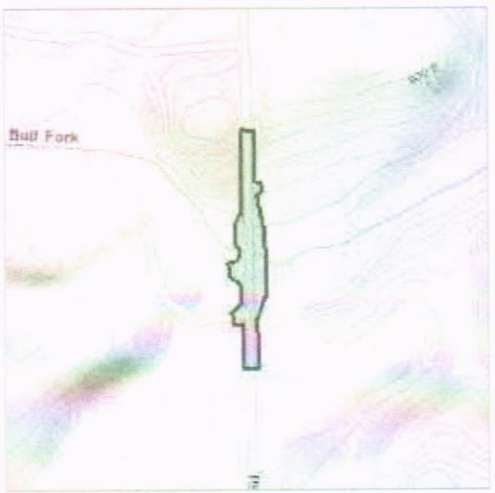
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
(812) 334-4261

Project Summary

Project Code: 2022-0008782
Event Code: None
Project Name: Des 1703013, Bridge Replacement, Franklin County Bridge #31, N. Hamburg Rd over Bull Fork Salt Creek
Project Type: Bridge - Replacement
Project Description: The Franklin County Board of Commissioners and the Federal Highway Administration (FHWA) intend to proceed with bridge replacement project of on N. Hamburg Rd over Bull Fork Salt Creek in Franklin County, Indiana, from 2.80 mi. south of Stipps Hill Rd to 2.99 mi. south of Stipps Hill Rd. A new bridge structure on new piers and abutments will be installed on the existing structures alignment. Additional roadway grading and widening, new riprapped drainage ditches, and removal/ replacement of drainage pipes are included in this project. The project requires approximately 2.01 acres of permanent right-of-way (ROW) from each side of the roadside from residential, agricultural, and forest properties. The project also requires approximately 0.17 acre of temporary ROW. The project area is forested and rural with suitable habitat within the project area. Dominant trees include Boxelder maple, Honey locust, and Black walnut. Tree clearing, estimated at 0.5 acre, will be required during inactive bat season. No permanent lighting is included, but temporary lighting may be required. Construction is anticipated in spring/ summer of 2026. INDOT's check of the USFWS database on 1/21/2021 did not indicate the presence of endangered bats. The field inspection on 10/1/21 by SJCA did not indicate the presence of bats on the bridge or in any drainage pipes in the project area.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/@39.398691850000006,-85.26847576413996,14z



Counties: Franklin County, Indiana

Endangered Species Act Species

There is a total of 3 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species. Note that 1 of these species should be considered only under certain conditions.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Indiana Bat *Myotis sodalis* There is **final** critical habitat for this species. The location of the critical habitat is not available. Species profile: https://ecos.fws.gov/ecp/species/5949	Endangered
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. This species only needs to be considered under the following conditions: ▪ Incidental take of the NLEB is not prohibited here. Federal agencies may consult using the 4(d) rule streamlined process. Transportation projects may consult using the programmatic process. See www.fws.gov/midwest/endangered/mammals/nleb/index.html Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Insects

NAME	STATUS
Monarch Butterfly *Danaus plexippus* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9743	Candidate

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Migratory Birds

Certain birds are protected under the Migratory Bird Treaty Act[1] and the Bald and Golden Eagle Protection Act[2].

Any person or organization who plans or conducts activities that may result in impacts to migratory birds, eagles, and their habitats should follow appropriate regulations and consider implementing appropriate conservation measures, as described below.

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1. The Migratory Birds Treaty Act of 1918.
2. The Bald and Golden Eagle Protection Act of 1940.
3. 50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)

The birds listed below are birds of particular concern either because they occur on the USFWS Birds of Conservation Concern (BCC) list or warrant special attention in your project location. To learn more about the levels of concern for birds on your list and how this list is generated, see the FAQ below. This is not a list of every bird you may find in this location, nor a guarantee that every bird on this list will be found in your project area. To see exact locations of where birders and the general public have sighted birds in and around your project area, visit the E-bird data mapping tool (Tip: enter your location, desired date range and a species on your list). For projects that occur off the Atlantic Coast, additional maps and models detailing the relative occurrence and abundance of bird species on your list are available. Links to additional information about Atlantic Coast birds, and other important information about your migratory bird list, including how to properly interpret and use your migratory bird report, can be found below.

For guidance on when to schedule activities or implement avoidance and minimization measures to reduce impacts to migratory birds on your list, click on the PROBABILITY OF PRESENCE SUMMARY at the top of your list to see when these birds are most likely to be present and breeding in your project area.

NAME	BREEDING SEASON
Bald Eagle *Haliaeetus leucocephalus* This is not a Bird of Conservation Concern (BCC) in this area, but warrants attention because of the Eagle Act or for potential susceptibilities in offshore areas from certain types of development or activities. https://ecos.fws.gov/ecp/species/1626	Breeds Sep 1 to Jul 31
Red-headed Woodpecker *Melanerpes erythrocephalus* This is a Bird of Conservation Concern (BCC) throughout its range in the continental USA and Alaska.	Breeds May 10 to Sep 10

Probability Of Presence Summary

The graphs below provide our best understanding of when birds of concern are most likely to be present in your project area. This information can be used to tailor and schedule your project activities to avoid or minimize impacts to birds. Please make sure you read and understand the FAQ "Proper Interpretation and Use of Your Migratory Bird Report" before using or attempting to interpret this report.

Probability of Presence (■)

Each green bar represents the bird's relative probability of presence in the 10km grid cell(s) your project overlaps during a particular week of the year. (A year is represented as 12 4-week months.) A taller bar indicates a higher probability of species presence. The survey effort (see below) can be used to establish a level of confidence in the presence score. One can have higher confidence in the presence score if the corresponding survey effort is also high.

How is the probability of presence score calculated? The calculation is done in three steps:

1. The probability of presence for each week is calculated as the number of survey events in the week where the species was detected divided by the total number of survey events for that week. For example, if in week 12 there were 20 survey events and the Spotted Towhee was found in 5 of them, the probability of presence of the Spotted Towhee in week 12 is 0.25.
2. To properly present the pattern of presence across the year, the relative probability of presence is calculated. This is the probability of presence divided by the maximum probability of presence across all weeks. For example, imagine the probability of presence in week 20 for the Spotted Towhee is 0.05, and that the probability of presence at week 12 (0.25) is the maximum of any week of the year. The relative probability of presence on week 12 is 0.25/0.25 = 1; at week 20 it is 0.05/0.25 = 0.2.
3. The relative probability of presence calculated in the previous step undergoes a statistical conversion so that all possible values fall between 0 and 10, inclusive. This is the probability of presence score.

Breeding Season (■)

Yellow bars denote a very liberal estimate of the time-frame inside which the bird breeds across its entire range. If there are no yellow bars shown for a bird, it does not breed in your project area.

Survey Effort (|)

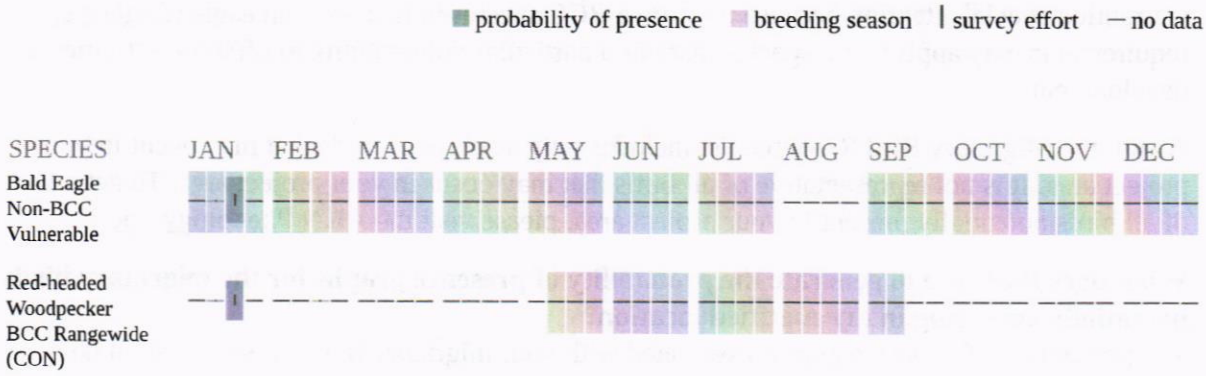
Vertical black lines superimposed on probability of presence bars indicate the number of surveys performed for that species in the 10km grid cell(s) your project area overlaps. The number of surveys is expressed as a range, for example, 33 to 64 surveys.

No Data (–)

A week is marked as having no data if there were no survey events for that week.

Survey Timeframe

Surveys from only the last 10 years are used in order to ensure delivery of currently relevant information. The exception to this is areas off the Atlantic coast, where bird returns are based on all years of available data, since data in these areas is currently much more sparse.



Additional information can be found using the following links:

- Birds of Conservation Concern http://www.fws.gov/birds/management/managed-species/birds-of-conservation-concern.php
- Measures for avoiding and minimizing impacts to birds http://www.fws.gov/birds/management/project-assessment-tools-and-guidance/conservation-measures.php
- Nationwide conservation measures for birds http://www.fws.gov/migratorybirds/pdf/management/nationwidestandardconservationmeasures.pdf

Migratory Birds FAQ

Tell me more about conservation measures I can implement to avoid or minimize impacts to migratory birds.

Nationwide Conservation Measures describes measures that can help avoid and minimize impacts to all birds at any location year round. Implementation of these measures is particularly important when birds are most likely to occur in the project area. When birds may be breeding in the area, identifying the locations of any active nests and avoiding their destruction is a very helpful impact minimization measure. To see when birds are most likely to occur and be breeding in your project area, view the Probability of Presence Summary. Additional measures or permits may be advisable depending on the type of activity you are conducting and the type of infrastructure or bird species present on your project site.

What does IPaC use to generate the migratory birds potentially occurring in my specified location?

The Migratory Bird Resource List is comprised of USFWS Birds of Conservation Concern (BCC) and other species that may warrant special attention in your project location.

The migratory bird list generated for your project is derived from data provided by the Avian Knowledge Network (AKN). The AKN data is based on a growing collection of survey, banding, and citizen science datasets and is queried and filtered to return a list of those birds reported as occurring in the 10km grid cell(s) which your project intersects, and that have been identified as warranting special attention because they are a BCC species in that area, an eagle (Eagle Act requirements may apply), or a species that has a particular vulnerability to offshore activities or development.

Again, the Migratory Bird Resource list includes only a subset of birds that may occur in your project area. It is not representative of all birds that may occur in your project area. To get a list of all birds potentially present in your project area, please visit the AKN Phenology Tool.

What does IPaC use to generate the probability of presence graphs for the migratory birds potentially occurring in my specified location?
The probability of presence graphs associated with your migratory bird list are based on data provided by the Avian Knowledge Network (AKN). This data is derived from a growing collection of survey, banding, and citizen science datasets .

Probability of presence data is continuously being updated as new and better information becomes available. To learn more about how the probability of presence graphs are produced and how to interpret them, go the Probability of Presence Summary and then click on the "Tell me about these graphs" link.

How do I know if a bird is breeding, wintering, migrating or present year-round in my project area?
To see what part of a particular bird's range your project area falls within (i.e. breeding, wintering, migrating or year-round), you may refer to the following resources: The Cornell Lab of Ornithology All About Birds Bird Guide, or (if you are unsuccessful in locating the bird of interest there), the Cornell Lab of Ornithology Neotropical Birds guide. If a bird on your migratory bird species list has a breeding season associated with it, if that bird does occur in your project area, there may be nests present at some point within the timeframe specified. If "Breeds elsewhere" is indicated, then the bird likely does not breed in your project area.

What are the levels of concern for migratory birds?
Migratory birds delivered through IPaC fall into the following distinct categories of concern:

1. "BCC Rangewide" birds are Birds of Conservation Concern (BCC) that are of concern throughout their range anywhere within the USA (including Hawaii, the Pacific Islands, Puerto Rico, and the Virgin Islands);
2. "BCC - BCR" birds are BCCs that are of concern only in particular Bird Conservation Regions (BCRs) in the continental USA; and
3. "Non-BCC - Vulnerable" birds are not BCC species in your project area, but appear on your list either because of the Eagle Act requirements (for eagles) or (for non-eagles) potential susceptibilities in offshore areas from certain types of development or activities (e.g. offshore energy development or longline fishing).

Although it is important to try to avoid and minimize impacts to all birds, efforts should be made, in particular, to avoid and minimize impacts to the birds on this list, especially eagles and BCC species of rangewide concern. For more information on conservation measures you can implement to help avoid and minimize migratory bird impacts and requirements for eagles, please see the FAQs for these topics.

Details about birds that are potentially affected by offshore projects

For additional details about the relative occurrence and abundance of both individual bird species and groups of bird species within your project area off the Atlantic Coast, please visit the Northeast Ocean Data Portal. The Portal also offers data and information about other taxa besides birds that may be helpful to you in your project review. Alternately, you may download the bird model results files underlying the portal maps through the NOAA NCCOS Integrative Statistical Modeling and Predictive Mapping of Marine Bird Distributions and Abundance on the Atlantic Outer Continental Shelf project webpage.

Bird tracking data can also provide additional details about occurrence and habitat use throughout the year, including migration. Models relying on survey data may not include this information. For additional information on marine bird tracking data, see the Diving Bird Study and the nanotag studies or contact Caleb Spiegel or Pam Loring.

What if I have eagles on my list?

If your project has the potential to disturb or kill eagles, you may need to obtain a permit to avoid violating the Eagle Act should such impacts occur.

Proper Interpretation and Use of Your Migratory Bird Report

The migratory bird list generated is not a list of all birds in your project area, only a subset of birds of priority concern. To learn more about how your list is generated, and see options for identifying what other birds may be in your project area, please see the FAQ "What does IPaC use to generate the migratory birds potentially occurring in my specified location". Please be aware this report provides the "probability of presence" of birds within the 10 km grid cell(s) that overlap your project; not your exact project footprint. On the graphs provided, please also look carefully at the survey effort (indicated by the black vertical bar) and for the existence of the "no data" indicator (a red horizontal bar). A high survey effort is the key component. If the survey effort is high, then the probability of presence score can be viewed as more dependable. In contrast, a low survey effort bar or no data bar means a lack of data and, therefore, a lack of certainty about presence of the species. This list is not perfect; it is simply a starting point for identifying what birds of concern have the potential to be in your project area, when they might be there, and if they might be breeding (which means nests might be present). The list helps you know what to look for to confirm presence, and helps guide you in knowing when to implement conservation measures to avoid or minimize potential impacts from your project activities, should presence be confirmed. To learn more about conservation measures, visit the FAQ "Tell me about conservation measures I can implement to avoid or minimize impacts to migratory birds" at the bottom of your migratory bird trust resources page.

Wetlands

Impacts to NWI wetlands and other aquatic habitats may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal statutes.

For more information please contact the Regulatory Program of the local U.S. Army Corps of Engineers District.

Please note that the NWI data being shown may be out of date. We are currently working to update our NWI data set. We recommend you verify these results with a site visit to determine the actual extent of wetlands on site.

RIVERINE

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- R2UBH

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Indiana Ecological Services Field Office
620 South Walker Street
Bloomington, IN 47403-2121
Phone: (812) 334-4261 Fax: (812) 334-4273
http://www.fws.gov/midwest/Endangered/section7/s7process/step1.html

In Reply Refer To: February 24, 2022
Project code: 2022-0008782
Project Name: Des 1703013, Bridge Replacement, Franklin County Bridge #31, N. Hamburg Rd over Bull Fork Salt Creek

Subject: Concurrence verification letter for the 'Des 1703013, Bridge Replacement, Franklin County Bridge #31, N. Hamburg Rd over Bull Fork Salt Creek' project under the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

To whom it may concern:

The U.S. Fish and Wildlife Service (Service) has received your request to verify that the **Des 1703013, Bridge Replacement, Franklin County Bridge #31, N. Hamburg Rd over Bull Fork Salt Creek** (Proposed Action) may rely on the concurrence provided in the February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat (PBO) to satisfy requirements under Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended; 16 U.S.C 1531 *et seq.*).

Based on the information you provided (Project Description shown below), you have determined that the Proposed Action is within the scope and adheres to the criteria of the PBO, including the adoption of applicable avoidance and minimization measures, and may affect, but is not likely to adversely affect (NLAA) the endangered Indiana bat (*Myotis sodalis*) and/or the threatened Northern long-eared bat (*Myotis septentrionalis*).

The Service has 14 calendar days to notify the lead Federal action agency or designated non-federal representative if we determine that the Proposed Action does not meet the criteria for a NLAA determination under the PBO. If we do not notify the lead Federal action agency or designated non-federal representative within that timeframe, you may proceed with the Proposed Action under the terms of the NLAA concurrence provided in the PBO. This verification period allows Service Field Offices to apply local knowledge to implementation of the PBO, as we may identify a small subset of actions having impacts that were unanticipated. In such instances,

Service Field Offices may request additional information that is necessary to verify inclusion of the proposed action under the PBO.

For Proposed Actions that include bridge/structure removal, replacement, and/or maintenance activities: If your initial bridge/structure assessments failed to detect Indiana bats, but you later detect bats during construction, please submit the Post Assessment Discovery of Bats at Bridge/Structure Form (User Guide Appendix E) to this Service Office. In these instances, potential incidental take of Indiana bats may be exempted provided that the take is reported to the Service.

If the Proposed Action is modified, or new information reveals that it may affect the Indiana bat and/or Northern long-eared bat in a manner or to an extent not considered in the PBO, further review to conclude the requirements of ESA Section 7(a)(2) may be required. If the Proposed Action may affect any other federally-listed or proposed species, and/or any designated critical habitat, additional consultation between the lead Federal action agency and this Service Office is required. If the proposed action has the potential to take bald or golden eagles, additional coordination with the Service under the Bald and Golden Eagle Protection Act may also be required. In either of these circumstances, please contact this Service Office.

The following species may occur in your project area and **are not** covered by this determination:

- Monarch Butterfly *Danaus plexippus* Candidate

Project Description

The following project name and description was collected in IPaC as part of the endangered species review process.

Name

Des 1703013, Bridge Replacement, Franklin County Bridge #31, N. Hamburg Rd over Bull Fork Salt Creek

Description

The Franklin County Board of Commissioners and the Federal Highway Administration (FHWA) intend to proceed with bridge replacement project of on N. Hamburg Rd over Bull Fork Salt Creek in Franklin County, Indiana, from 2.80 mi. south of Stipps Hill Rd to 2.99 mi. south of Stipps Hill Rd. A new bridge structure on new piers and abutments will be installed on the existing structures alignment. Additional roadway grading and widening, new riprapped drainage ditches, and removal/replacement of drainage pipes are included in this project. The project requires approximately 2.01 acres of permanent right-of-way (ROW) from each side of the roadside from residential, agricultural, and forest properties. The project also requires approximately 0.17 acre of temporary ROW. The project area is forested and rural with suitable habitat within the project area. Dominant trees include Boxelder maple, Honey locust, and Black walnut. Tree clearing, estimated at 0.5 acre, will be required during inactive bat season. No permanent lighting is included, but temporary lighting may be required. Construction is anticipated in spring/summer of 2026. INDOT's check of the USFWS database on 1/21/2021 did not indicate the presence of endangered bats. The field inspection on 10/1/21 by SJCA did not indicate the presence of bats on the bridge or in any drainage pipes in the project area.

Determination Key Result

Based on your answers provided, this project(s) may affect, but is not likely to adversely affect the endangered Indiana bat and/or the threatened Northern long-eared bat, therefore, consultation with the U.S. Fish and Wildlife Service pursuant to Section 7(a)(2) of the Endangered Species Act of 1973 (ESA) (87 Stat. 884, as amended 16 U.S.C. 1531 *et seq.*) is required. However, also based on your answers provided, this project may rely on the concurrence provided in the revised February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects within the Range of the Indiana Bat and Northern Long-eared Bat.

Qualification Interview

1. Is the project within the range of the Indiana bat[1]?

   [1] See Indiana bat species profile

   Automatically answered
   Yes

2. Is the project within the range of the Northern long-eared bat[1]?

   [1] See Northern long-eared bat species profile

   Automatically answered
   Yes

3. Which Federal Agency is the lead for the action?

   A) Federal Highway Administration (FHWA)

4. Are *all* project activities limited to non-construction[1] activities only? (examples of non-construction activities include: bridge/abandoned structure assessments, surveys, planning and technical studies, property inspections, and property sales)

   [1] Construction refers to activities involving ground disturbance, percussive noise, and/or lighting.

   No

5. Does the project include *any* activities that are **greater than** 300 feet from existing road/rail surfaces[1]?

   [1] Road surface is defined as the actively used [e.g. motorized vehicles] driving surface and shoulders [may be pavement, gravel, etc.] and rail surface is defined as the edge of the actively used rail ballast.

   No

6. Does the project include *any* activities **within** 0.5 miles of a known Indiana bat and/or NLEB hibernaculum[1]?

   [1] For the purpose of this consultation, a hibernaculum is a site, most often a cave or mine, where bats hibernate during the winter (see suitable habitat), but could also include bridges and structures if bats are found to be hibernating there during the winter.

   No

7. Is the project located **within** a karst area?

   No

Note: The project is located in the designated Indiana Karst Region as outlined in the most recent Protection of Karst Features during Project Development and Construction. There are no karst features identified within or adjacent to the project area.

8. Is there *any* suitable[1] summer habitat for Indiana Bat or NLEB **within** the project action area[2]? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

   [1] See the Service's summer survey guidance for our current definitions of suitable habitat.

   [2] The action area is defined as all areas to be affected directly or indirectly by the Federal action and not merely the immediate area involved in the action (50 CFR Section 402.02). Further clarification is provided by the national consultation FAQs.

   Yes

9. Will the project remove *any* suitable summer habitat[1] and/or remove/trim any existing trees **within** suitable summer habitat?

   [1] See the Service's summer survey guidance for our current definitions of suitable habitat.

   Yes

10. Will the project clear more than 20 acres of suitable habitat per 5-mile section of road/rail?

    No

11. Have presence/probable absence (P/A) summer surveys[1][2] been conducted[3][4] **within** the suitable habitat located within your project action area?

    [1] See the Service's summer survey guidance for our current definitions of suitable habitat.

    [2] Presence/probable absence summer surveys conducted within the fall swarming/spring emergence home range of a documented Indiana bat hibernaculum (contact local Service Field Office for appropriate distance from hibernacula) that result in a negative finding requires additional consultation with the local Service Field Office to determine if clearing of forested habitat is appropriate and/or if seasonal clearing restrictions are needed to avoid and minimize potential adverse effects on fall swarming and spring emerging Indiana bats.

    [3] For projects within the range of either the Indiana bat or NLEB in which suitable habitat is present, and no bat surveys have been conducted, the transportation agency will assume presence of the appropriate species. This assumption of presence should be based upon the presence of suitable habitat and the capability of bats to occupy it because of their mobility.

    [4] Negative presence/probable absence survey results obtained using the summer survey guidance are valid for a minimum of two years from the completion of the survey unless new information (e.g., other nearby surveys) suggest otherwise.

    No

12. Does the project include activities **within documented Indiana bat habitat**[1][2]?

    [1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

    [2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

    No

13. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors?

    Yes

14. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented Indiana bat** roosting/foraging habitat or travel corridors occur[1]?

    [1] Coordinate with the local Service Field Office for appropriate dates.

    B) During the inactive season

15. Does the project include activities **within documented NLEB habitat**[1][2]?

    [1] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

    [2] For the purposes of this key, we are considering documented corridors as that where Indiana bats and/or NLEB have actually been captured and tracked to using (1) radio telemetry; or (2) treed corridors located directly between documented roosting and foraging habitat.

    No

16. Will the removal or trimming of habitat or trees occur **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors?

    Yes

17. What time of year will the removal or trimming of habitat or trees **within** suitable but **undocumented NLEB** roosting/foraging habitat or travel corridors occur?

    B) During the inactive season

18. Will *any* tree trimming or removal occur **within** 100 feet of existing road/rail surfaces?

    Yes

19. Will *any* tree trimming or removal occur **between** 100-300 feet of existing road/rail surfaces?

    No

20. Are *all* trees that are being removed clearly demarcated?

    Yes

21. Will the removal of habitat or the removal/trimming of trees include installing new or replacing existing **permanent** lighting?

    No

22. Does the project include wetland or stream protection activities associated with compensatory wetland mitigation?

    No

23. Does the project include slash pile burning?

    No

24. Does the project include *any* bridge removal, replacement, and/or maintenance activities (e.g., any bridge repair, retrofit, maintenance, and/or rehabilitation work)?

    Yes

25. Is there *any* suitable habitat[1] for Indiana bat or NLEB **within** 1,000 feet of the bridge? (includes any trees suitable for maternity, roosting, foraging, or travelling habitat)

    [1] See the Service's current summer survey guidance for our current definitions of suitable habitat.

    Yes

26. Has a bridge assessment[1] been conducted **within** the last 24 months[2] to determine if the bridge is being used by bats?

    [1] See User Guide Appendix D for bridge/structure assessment guidance

    [2] Assessments must be completed no more than 2 years prior to conducting any work below the deck surface on all bridges that meet the physical characteristics described in the Programmatic Consultation, regardless of whether assessments have been conducted in the past. Due to the transitory nature of bat use, a negative result in one year does not guarantee that bats will not use that bridge/structure in subsequent years.

    Yes

SUBMITTED DOCUMENTS

- *Bridge Bat Assessment Form 10.1.21 with CMP.pdf* https://ipac.ecosphere.fws.gov/project/3U35UCGZTRBWDA6BQ5TUE4K7XE/projectDocuments/109984444

27. Did the bridge assessment detect *any* signs of Indiana bats and/or NLEBs roosting in/under the bridge (bats, guano, etc.)[1]?

    [1] If bridge assessment detects signs of *any* species of bats, coordination with the local FWS office is needed to identify potential threatened or endangered bat species. Additional studies may be undertaken to try to identify which bat species may be utilizing the bridge prior to allowing *any* work to proceed.

    Note: There is a small chance bridge assessments for bat occupancy do not detect bats. Should a small number of bats be observed roosting on a bridge just prior to or during construction, such that take is likely to occur or does occur in the form of harassment, injury or death, the PBO requires the action agency to report the take. Report all unanticipated take within 2 working days of the incident to the USFWS. Construction activities may continue without delay provided the take is reported to the USFWS and is limited to 5 bats per project.

    No

28. Will the bridge removal, replacement, and/or maintenance activities include installing new or replacing existing **permanent** lighting?

    No

29. Does the project include the removal, replacement, and/or maintenance of *any* structure other than a bridge? (e.g., rest areas, offices, sheds, outbuildings, barns, parking garages, etc.)

    No

30. Will the project involve the use of **temporary** lighting *during* the active season?

    Yes

31. Is there *any* suitable habitat **within** 1,000 feet of the location(s) where **temporary** lighting will be used?

    Yes

32. Will the project install new or replace existing **permanent** lighting?

    No

33. Does the project include percussives or other activities (**not including tree removal/ trimming or bridge/structure work**) that will increase noise levels above existing traffic/ background levels?

    No

34. Are *all* project activities that are **not associated with** habitat removal, tree removal/ trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives, limited to actions that DO NOT cause any additional stressors to the bat species?

    Examples: lining roadways, unlighted signage , rail road crossing signals, signal lighting, and minor road repair such as asphalt fill of potholes, etc.

    Yes

35. Will the project raise the road profile **above the tree canopy**?

    No

36. Are the project activities that are not associated with habitat removal, tree removal/ trimming, bridge and/or structure activities, temporary or permanent lighting, or use of percussives consistent with a No Effect determination in this key?

    Automatically answered

    Yes, other project activities are limited to actions that DO NOT cause any additional stressors to the bat species as described in the BA/BO

37. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

    Automatically answered

    Yes, because the tree removal/trimming that occurs outside of the Indiana bat's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

38. Is the habitat removal portion of this project consistent with a Not Likely to Adversely Affect determination in this key?

    Automatically answered

    Yes, because the tree removal/trimming that occurs outside of the NLEB's active season occurs greater than 0.5 miles from the nearest hibernaculum, is less than 100 feet from the existing road/rail surface, includes clear demarcation of the trees that are to be removed, and does not alter documented roosts and/or surrounding summer habitat within 0.25 miles of a documented roost.

39. Is the bridge removal, replacement, or maintenance activities portion of this project consistent with a No Effect determination in this key?

    Automatically answered

    Yes, because the bridge has been assessed using the criteria documented in the BA and no signs of bats were detected

40. **General AMM 1**

    Will the project ensure *all* operators, employees, and contractors working in areas of known or presumed bat habitat are aware of *all* FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable Avoidance and Minimization Measures?

    Yes

41. **Tree Removal AMM 1**
Can *all* phases/aspects of the project (e.g., temporary work areas, alignments) be modified, to the extent practicable, to avoid tree removal[1] in excess of what is required to implement the project safely?

Note: Tree Removal AMM 1 is a minimization measure, the full implementation of which may not always be practicable. Projects may still be NLAA as long as Tree Removal AMMs 2, 3, and 4 are implemented and LAA as long as Tree Removal AMMs 3, 5, 6, and 7 are implemented.

[1] The word "trees" as used in the AMMs refers to trees that are suitable habitat for each species within their range. See the USFWS' current summer survey guidance for our latest definitions of suitable habitat.

Yes

42. **Tree Removal AMM 3**
Can tree removal be limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits)?

Yes

43. **Tree Removal AMM 4**
Can the project avoid cutting down/removal of *all* (1) **documented**[1] Indiana bat or NLEB roosts[2] (that are still suitable for roosting), (2) trees **within** 0.25 miles of roosts, and (3) documented foraging habitat any time of year?

[1] The word documented means habitat where bats have actually been captured and/or tracked.

[2] Documented roosting or foraging habitat – for the purposes of this consultation, we are considering documented habitat as that where Indiana bats and/or NLEB have actually been captured and tracked using (1) radio telemetry to roosts; (2) radio telemetry biangulation/triangulation to estimate foraging areas; or (3) foraging areas with repeated use documented using acoustics. Documented roosting habitat is also considered as suitable summer habitat within 0.25 miles of documented roosts.)

Yes

44. **Lighting AMM 1**
Will *all* **temporary** lighting be directed away from suitable habitat during the active season?

Yes

Project Questionnaire

1. Have you made a No Effect determination for *all* other species indicated on the FWS IPaC generated species list?

   N/A

2. Have you made a May Affect determination for *any* other species on the FWS IPaC generated species list?

   N/A

3. How many acres[1] of trees are proposed for removal between 0-100 feet of the existing road/rail surface?

   [1] If described as number of trees, multiply by 0.09 to convert to acreage and enter that number.

   0.5

4. Please describe the proposed bridge work:

   Full removal and replacement of an existing bridge

5. Please state the timing of all proposed bridge work:

   Spring/Summer 2024

6. Please enter the date of the bridge assessment:

   10.1.2021

Avoidance And Minimization Measures (AMMs)

This determination key result includes the committment to implement the following Avoidance and Minimization Measures (AMMs):

LIGHTING AMM 1

Direct temporary lighting away from suitable habitat during the active season.

TREE REMOVAL AMM 2

Apply time of year restrictions for tree removal when bats are not likely to be present, or limit tree removal to 10 or fewer trees per project at any time of year within 100 feet of existing road/ rail surface and **outside of documented** roosting/foraging habitat or travel corridors; visual emergence survey must be conducted with no bats observed.

TREE REMOVAL AMM 3

Ensure tree removal is limited to that specified in project plans and ensure that contractors understand clearing limits and how they are marked in the field (e.g., install bright colored flagging/fencing prior to any tree clearing to ensure contractors stay within clearing limits).

TREE REMOVAL AMM 4

Do not remove **documented** Indiana bat or NLEB roosts that are still suitable for roosting, or trees within 0.25 miles of roosts, or
documented foraging habitat any time of year.

GENERAL AMM 1

Ensure all operators, employees, and contractors working in areas of known or presumed bat habitat are aware of all FHWA/FRA/FTA (Transportation Agencies) environmental commitments, including all applicable AMMs.

TREE REMOVAL AMM 1

Modify all phases/aspects of the project (e.g., temporary work areas, alignments) to avoid tree removal.

Determination Key Description: FHWA, FRA, FTA Programmatic Consultation For Transportation Projects Affecting NLEB Or Indiana Bat

This key was last updated in IPaC on January 26, 2022. Keys are subject to periodic revision.

This decision key is intended for projects/activities funded or authorized by the Federal Highway Administration (FHWA), Federal Railroad Administration (FRA), and/or Federal Transit Administration (FTA), which may require consultation with the U.S. Fish and Wildlife Service (Service) under Section 7 of the Endangered Species Act (ESA) for the endangered **Indiana bat** (*Myotis sodalis*) and the threatened **Northern long-eared bat** (NLEB) (*Myotis septentrionalis*).

This decision key should only be used to verify project applicability with the Service's February 5, 2018, FHWA, FRA, FTA Programmatic Biological Opinion for Transportation Projects. The programmatic biological opinion covers limited transportation activities that may affect either bat species, and addresses situations that are both likely and not likely to adversely affect either bat species. This decision key will assist in identifying the effect of a specific project/activity and applicability of the programmatic consultation. The programmatic biological opinion is not intended to cover all types of transportation actions. Activities outside the scope of the programmatic biological opinion, or that may affect ESA-listed species other than the Indiana bat or NLEB, or any designated critical habitat, may require additional ESA Section 7 consultation.

Bridge/Structure Bat Assessment Form

Date & Time of Assessment 10/1/21 12:00 pm	DOT Project Number Des. 1703013	Route/Facility Carried N Hamburg Rd	County Franklin
Federal Structure ID 2400017	Structure Coordinates (latitude and longitude) 39.39866 -85.26850	Structure Height (approximate)	Structure Length 102.6 ft

Structure Type (check one)

Bridge Construction Style

- ○ Cast-in-place
- ○ Flat Slab/Box
- ○ Truss (Side View)
- ◉ Parallel Box Beam
- ○ Pre-stressed Girder
- ○ Steel I-beam
- ○ Covered
- ○ Other:

Culvert Type

- ○ Box
- ○ Pipe/Round
- ○ Other:

Other Structure

- ○

Structure Material (check all that apply)

Deck Material	*Beam Material*	*End/Back Wall Material*
☐ Metal	☐ None	☒ Concrete
☒ Concrete	☒ Concrete	☐ Timber
☐ Timber	☐ Steel	☐ Stone/Masonry
☐ Open grid	☐ Timber	☐ Other:
☐ Other:	☐ Other:	

Culvert Material

- ☐ Metal
- ☐ Concrete
- ☐ Plastic
- ☐ Stone/Masonry
- ☐ Other:

Creosote Evidence

- ○ Yes ◉ No
- ○ Unknown

Notes: *CMP at SW driveway also checked- no bats or signs of bats found

Crossings Traversed (check all that apply)

☐ Bare ground	☒ Open vegetation
☐ Rip-rap	☐ Closed vegetation
☒ Flowing water	☐ Railroad
☐ Standing water	☐ Road/trail - Type:
☐ Seasonal water	☐ Other:

Surrounding Habitat (check all that apply)

☐ Agricultural	☐ Grassland
☐ Commercial	☐ Ranching
☐ Residential-urban	☐ Riparian/wetland
☒ Residential-rural	☐ Mixed use
☒ Woodland/forested	☐ Other:

Areas Assessed (check all that apply)

Check all areas that apply. If an area is not present in the structure, check the "not present" box.
Document all bat indicators observed during the assessment. Include the species present, if known, and provide photo documentation as indicated.

Area (check if assessed)	Assessment Notes	Evidence of Bats (include photos if present)
☒ All crevices and cracks: **Bridges/culverts:** rough surfaces or imperfections in concrete **Other structures:** soffits, rafters, attic areas	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Concrete surfaces (open roosting on concrete)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between concrete end walls and the bridge deck	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Crack between concrete railings on top of the bridge deck (Gap, Railing)	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Vertical surfaces on concrete I-beams	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Spaces between walls, ceiling joists	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ Weep holes, scupper drains, and inlets/pipes	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ All guiderails	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species
☒ All expansion joints	☐ Not present	☐ Visual - live # dead # ☐ Guano ☐ Staining ☐ Audible ☐ Odor ☐ Photos ☐ Species

Name: Kevin McLane

Signature: Kevin McLane

APPENDIX D:
SECTION 106 OF THE NHPA

Minor Projects PA Project Assessment Form

Date: 1/14/2022 ****UPDATED** 2/25/2022

Project Designation Number: 1703013

Route Number: North Hamburg Road

Project Description: Franklin County Bridge 31 Project, 2.9 miles South of Stipps Hill Road,

The proposed project is located on North Hamburg Road, approximately 2.9 miles south of Stipps Hill Road within Salt Creek Township in Franklin County, Indiana. The existing Franklin County Bridge No. 31 was constructed in 1975. It is a three-span prestressed concrete box beam bridge that carries North Hamburg Road over Bull Fork Salt Creek. It is a two-lane bridge and consists of three spans. The total bridge length is 102 feet. The bridge has no skew and no median. The existing structure has two 9.8-foot travel lanes with no shoulder, and the existing approach sections have two 7.5-foot travel lanes with no shoulder, for a total roadway width of 15 feet and a total bridge roadway width of 20.2 feet. Its deck structure is composed of cast-in-place concrete and it has a bituminous wearing surface.

At present, the existing bridge has beam spalls with exposed stirrups, edge beam spalls with exposed steel in the coping near piers, and exposed foundation at the south pier and south abutment. There is a failed block wingwall at the southeast corner of the bridge. Railing for the bridge and the bridge approach do not meet current crash-tested standards, and the northeast corner abutment is broken. Movement of the east box beam has been patched with asphalt, but holes have appeared in the wearing surface. There are piers with a vertical crack through the center, and there is spall with exposed steel in the southwest corner of the south abutment. The purpose of this project is to address the deteriorating condition of the existing structure, to achieve a structure with all ratings equal to or greater than eight, and to increase the structure life by 75 years. The need for this project is due to the safety concerns of the current structure and the deteriorating structural integrity. According to the 2020 Bridge Inspection Report, the deck, wearing surface, superstructure, and substructure are all rated 4 (poor), with advanced deterioration.

The preferred alternative for this project is to remove the existing bridge structure and construct a three-span continuous composite prestressed concrete I-beam bridge in its place. This new bridge will be constructed along the same alignment as the current bridge. The new structure will a 170-foot 9.75-inch out-to-out bridge floor on a 30-degree right skew, 10-foot lanes with 4-foot 3/8-inch shoulders, and a 28-foot clear roadway. The approach roadway on each side of the structure will be widened to accommodate two (2) 10-foot lanes with 4-foot shoulders and correct to meet current design criteria. Full-depth pavement and new guardrail will be installed. Class 1 and revetment riprap will be installed for stability.

**On 2/25/2022, INDOT-CRO was informed that the scope had changed slightly to include 2.01 acres of permanent right of way and 0.17 acres of temporary right of way for the project. .

Feature crossed (if applicable): Bull Fork Salt Creek

City/Township: Salt Creek Township **County:** Franklin County

Information reviewed (please check all that apply):

☑ General project location map ☑ USGS map ☑ Aerial photograph ☐ Interim Report

☑ Written description of project area ☑ General project area photos ☑ Soil survey data

☐ Previously completed historic property reports ☑ Previously completed archaeology reports

☐ Bridge Inspection Information ☑ SHAARD ☑ SHAARD GIS ☑ Streetview Imagery

Other (please specify): Project information, photos and map provided by SJCA, Inc. on 12/6/2021 on file at INDOT-CRO and Franklin County, IN Map (wthgis.com) accessed January 10, 2022.

Smith, Galen K.
2022 A Phase Ia Archaeological Literature Review and Reconnaissance Survey for the Franklin County Bridge 31 Replacement Project on North Hamburg Road over Bull Fork Salt Creek (Des 1703013), 2.9 Miles South of Stipps Hill Road, Salt Creek Township, Franklin County, Indiana. Report on file, Indiana Department of Transportation, Cultural Resources Office, Indianapolis, In.

Please specify all applicable categories and condition(s) (conditions that are applicable are highlighted):

A-6. Repair, replacement, or upgrade of existing safety appurtenances such as guardrails, barriers, glare screens, and crash attenuators in previously disturbed soils.

A-9. Installation, repair, or replacement of erosion control measures along roadways, waterways and bridge piers within previously disturbed soils.

B-12. Replacement, widening, or raising the elevation of the superstructure on existing bridges, and bridge replacement projects (when both the superstructure and substructure are removed), under the following conditions ***[BOTH Condition A, which pertains to Archaeological Resources, and Condition B, which pertains to Above-Ground Resources, must be satisfied]***:

Condition A (Archaeological Resources)
One of the two conditions listed below must be met *(EITHER Condition i or Condition ii must be satisfied)*:

i. Work occurs in previously disturbed soils; *OR*
ii. Work occurs in undisturbed soils and an archaeological investigation conducted by the applicant and reviewed by INDOT Cultural Resources Office determines that no National Register-listed or potentially National Register-eligible archaeological resources are present within the project area. If the archaeological investigation locates National Register-listed or potentially National Register-eligible archaeological resources, then full Section 106 review will be required. Copies of any archaeological reports prepared for the project will be provided to the DHPA and any archaeological site form information will be entered directly into the SHAARD by the applicant. The archaeological reports will also be available for viewing (by Tribes only) on INSCOPE.

Condition B (Above-Ground Resources)
The conditions listed below must be met ***(BOTH Condition i and Condition ii must be satisfied)***

i. Work does not occur adjacent to or within a National Register-listed or National Register-eligible district or individual above-ground resource; *AND*
ii. With regard to the subject bridge, at least one of the conditions listed below is satisfied *(AT LEAST one of the conditions a, b or c, must be fulfilled)*:
   a. The latest Historic Bridge Inventory identified the bridge as non-historic (see http://www.in.gov/indot/2531.htm);
   b. The bridge was built after 1945, and is a common type as defined in Section V. of the *Program Comment Issued for Streamlining Section 106 Review for Actions Affecting Post-1945 Concrete and Steel Bridges* issued by the Advisory Council on Historic Preservation on November 2, 2012 for so long as that Program Comment remains in effect AND the considerations listed in Section IV of the Program Comment do not apply;
   c. The bridge is part of the Interstate system and was determined not eligible for the National Register under the Section 106 Exemption Regarding Effects to the Interstate Highway System

adopted by the Advisory Council on Historic Preservation on March 10, 2005, for so long as that Exemption remains in effect.

Are there any commitments associated with this project? If yes, please explain and include in the Additional Comments Section below. yes ☐ no ☒

Does the project result in a de minimis impact to a Section 4(f) protected historic resource? If yes, please explain in the Additional Comments Section below. yes ☐ no ☒

Additional Comments:

Above-ground Resources

An INDOT-Cultural Resources Office (CRO) historian who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61 performed a desktop review of the surrounding area. Based on a review of online street-view imagery and aerial photography, the area immediately adjacent to the subject structure is composed primarily of large residential lots in a primarily agricultural area.

The State and National Register of Historic Places was referenced for Franklin County. No listed properties were identified within 0.25 miles of the project which serves as a sufficient area of potential effect.

The Indiana Historic Sites and Structures Inventory (IHSSI) was checked via the Indiana Historic Building, Bridges, and Cemeteries Map (IHBBCM) and the State Historical Architectural and Archaeological Research Database (SHAARD). There are no surveyed properties located within the 0.25 miles of the project area.

From the desktop survey, two properties were identified, one at the southwest quadrant of the bridge and the other at the northeast quadrant. The other quadrants are primarily wooded. The house at the northeast quadrant is modern, likely built circa 2002 per the property card accessed via the Franklin County GIS site (Franklin County, IN Map (wthgis.com). The property at the southwest corner is a farm comprised of a house and barn, with some smaller outbuildings. The property card access via the Franklin County GIS site indicates the house was built circa 1860. It does appear the house is a one and ½ story central passage. The house is clad in modern vinyl siding and the windows are modern replacements. The house is covered by a metal roof. The alterations are likely the reason the house was not surveyed by the IHSSI. The property will have a view of the project and portion of the property may have minor physical impacts. However, the house is located approximately 350 ft. from the bridge and none of the property's structures will be impacted. If any major physical impacts would be occurring to the house or structures and property in general, further research may be warranted to determine

Franklin County Bridge No. 31, Structure #24-00031, NBI No. 2400017, a three-span prestressed concrete box beam was built in 1975 and therefore falls outside the time period covered in the Indiana Historic Bridge Inventory. And is therefore not evaluated and is not National Register eligible.

Based on all of this available information, as summarized above, no above-ground concerns exist as long as the project scope does not change.

Archaeological Resources

An INDOT Cultural Resources Office (CRO) archaeologist, who meets the Secretary of the Interior's Professional Qualification Standards as per 36 CFR Part 61, reviewed the archaeology report submitted by SJCA, Inc., on behalf of USI Consultants, Inc. on January 5, 2022.

An archaeological records check and Phase Ia reconnaissance survey of the project area were conducted by SJCA, Inc., (Smith 2022). A review of SHAARD and SHAARD GIS indicated that no sites or previous archaeological investigations have been recorded within or adjacent to the survey area. A 2.9 acre survey area was examined through the excavation of shovel probes, and visual inspection of areas of disturbance. The survey identified two new archaeological sites (12-Fr-0555 and 12-Fr-0556). Both sites represent diffuse, low-frequency lithic scatters with an unidentified prehistoric component that is recommended as not eligible for listing in the NRHP. No further work is recommended for these sites. It is our opinion that the report is acceptable, and we concur with the evaluations and recommendations made by SJCA, Inc., (Smith 2022). Therefore, there are no archaeological concerns.

Accidental Discovery: If any archaeological artifacts or human remains are uncovered during construction, demolition, or earth moving activities, construction within 100 feet of the discovery will be stopped, and the INDOT Cultural Resources Office and the Division of Historic Preservation and Archaeology will be notified immediately.

INDOT Cultural Resources staff reviewer(s): Patricia Jo Korzeniewski and Patrick Carpenter

****Be sure to attach this form to the National Environmental Policy Act documentation for this project. Also, the NEPA documentation shall reference and include the description of the specific stipulation in the PA that qualifies the project as exempt from further Section 106 review.*

Laura Rogers

From: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>
Sent: Friday, February 25, 2022 11:40 AM
To: Scott Henley (Jeffrey Scott); Karen Wood; Garrett Receveur; Kirk Smith; Prince, Greg
Cc: Carpenter, Patrick A; Laura Rogers; Branigin, Susan; Coon, Matthew; Ty Gallahan; Korzeniewski, Patricia J
Subject: RE: Franklin County Bridge 31 Project, LPA Project, Des. No. 1703013, Archaeology Report Approval

Good afternoon,

Thank you for submitting the revised project changes for our review. I have updated the MPPA form the reflect this change. As always, please keep in mind that if the scope of the project or project limits should change, our office will need to re-examine the information to determine whether the MPPA still applies. Please don't hesitate to contact us should you have any questions or need additional information.

Franklin County Bridge 31 replacement_Des1703013_MPPA Determination Form_A-6,A-9,B-12_2022-2-25.pdf

Patricia Jo Korzeniewski
Archaeologist and Environmental Manager
INDOT, Cultural Resources Office
100 North Senate Avenue, N758-ES
Indianapolis, Indiana 46204
PKorzeniewski@indot.in.gov
1-317-416-4377
M-F 8:00 – 4:00

From: Scott Henley (Jeffrey Scott) <shenley@sjcainc.com>
Sent: Friday, February 25, 2022 9:53 AM
To: Korzeniewski, Patricia J <PKorzeniewski@indot.IN.gov>; Karen Wood <kwood@sjcainc.com>; Garrett Receveur <greceveur@sjcainc.com>; Kirk Smith <ksmith@sjcainc.com>; Prince, Greg <gprince@indot.IN.gov>
Cc: Miller, Shaun (INDOT) <smiller@indot.IN.gov>; Carpenter, Patrick A <PACarpenter@indot.IN.gov>; Laura Rogers <lrogers@sjcainc.com>; Branigin, Susan <SBranigin@indot.IN.gov>; Coon, Matthew <mcoon@indot.IN.gov>; Ty Gallahan <tgallahan@sjcainc.com>
Subject: RE: Franklin County Bridge 31 Project, LPA Project, Des. No. 1703013, Archaeology Report Approval

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Good morning everyone,

I wanted to update you regarding some new information we've received from the client regarding the above referenced project. According to the client, the scope of work and the project area has not changed; however, due to a recalculation, there are new right-of-way amounts. The new right-of-way amounts are: 2.01 acres permanent and 0.17 acre temporary.

A Phase Ia Archaeological Literature Review and Reconnaissance Survey for the Franklin County Bridge 31 Replacement Project on North Hamburg Road over Bull Fork Salt Creek (Des 1703013), 2.9 Miles South of Stipps Hill Road, Salt Creek Township, Franklin County, Indiana

Archaeological report

January 5, 2022

Prepared for:

USI Consultants, Inc.
8415 East 56th Street
Indianapolis, Indiana 46216

SJCA

Galen K. Smith, M.A.
Archaeologist, QP
SJCA, Inc.
9102 North Meridian Street, Suite 200
Indianapolis, Indiana 46260

p. 317.566.0629 f. 866.422.2046 e. ksmith@sjcainc.com

MANAGEMENT SUMMARY

In March 2019, USI Consultants Inc. contracted SJCA, Inc. (formerly Green 3) to conduct a Phase Ia archaeological literature review and reconnaissance survey for the proposed Franklin County Bridge 31 Replacement Project on North Hamburg Road over Bull Fork Salt Creek (Des 1703013), 2.9 miles South of Stipps Hill Road, in Salt Creek Township, Franklin County, Indiana.

This project is located on North Hamburg Road, approximately 2.9 miles south of Stipps Hill Road, within Salt Creek Township in Franklin County, Indiana. The proposed project is in Section 14 of Township 11 North, Range 11 East on the United States Geological Survey (USGS) 1958 (1993 edition [ed.]) Clarksburg, Indiana quadrangle (7.5' topographic map).

The project footprint is defined by the land that will be impacted by direct ground disturbance. SJCA surveyed a larger area, defined as the survey area, totaling 2.9 acres (1.2 hectares) to account for flexibility in design changes. The smaller project footprint will be encompassed within this larger survey area.

The literature review failed to identify any previously recorded archaeological sites or previous cultural resources investigations within the survey area's 1.0-mile (1.6 kilometers) radius. No cemeteries and or National Register of Historic Places (NRHP) listed resources have been inventoried either in or within 100 feet (30.5 meters) of the survey area.

A review of the historic cartographic sources and aerial photographs indicated that the survey area has remained substantially rural from the mid-19th through the late-20th centuries. Light residential development occurred north and south of the survey area from 1998 to 2003.

The Phase Ia reconnaissance survey was conducted on November 12, 2021, which involved a combination of visual walkover and shovel probe testing. Visual walkover was conducted within previously disturbed and excessively sloped areas (greater than 20 percent). The remainder of the survey area outside existing disturbance and with poor surface visibility (less than 30 percent) were shovel probed.

Two new archaeological sites (12-Fr-0555 and 12-Fr-0556) were identified during the field survey. Both sites represent diffuse, low-frequency lithic scatters with an unidentified prehistoric component that is recommended as not eligible for listing in the NRHP. No further work is recommended for these sites.

SUMMARY AND RECOMMENDATIONS

In March 2019, USI Consultants, Inc. contracted SJCA, Inc. (formerly Green 3) to conduct a Phase Ia archaeological literature review and reconnaissance survey for the proposed Franklin County Bridge 31 Replacement Project on North Hamburg Road over Bull Fork Salt Creek (Des 1703013), 2.9 miles south of Stipps Hill Road, in Salt Creek Township, Franklin County, Indiana.

This project is located on North Hamburg Road, approximately 2.9 miles south of Stipps Hill Road, within Salt Creek Township in Franklin County, Indiana. The proposed project is in Section 14 of Township 11 North, Range 11 East on the USGS 1958 (1993 ed.) Clarksburg, Indiana quadrangle (7.5' topographic map).

SJCA surveyed a larger area, defined as the survey area, totaling 2.9 acres (1.2 hectares) to account for flexibility in design changes. The smaller project footprint was encompassed within this larger survey area.

The literature review failed to identify any previously recorded archaeological sites or previous cultural resources investigations within the survey area's 1.0-mile (1.6 kilometers) radius. No cemeteries and or NRHP listed resources have been inventoried either in or within 100 feet (30.5 meters) of the survey area.

A review of the historic cartographic sources and aerial photographs indicated that the survey area has remained substantially rural from the late 19th through the mid-20th century. Only light residential development has occurred north and south of the survey area between 1998 and 2003.

The Phase Ia reconnaissance survey was conducted on November 12, 2021, which involved a combination of visual walkover and shovel probe testing. The survey identified two new archaeological sites (12-Fr-0555 and 12-Fr-0556). Both sites represent diffuse, low-frequency lithic scatters with an unidentified prehistoric component that is recommended as not eligible for listing in the NRHP. No further work is recommended for these sites.

It should be noted that if any prehistoric or historic archaeological artifacts or human remains are uncovered during construction, demolition, or earthmoving activities, state law (Indiana Code 14-21-1-27 and -29) requires that the discovery needs to be reported to the IDNR, DHPA within two business days, as well as to the INDOT CRO. Be advised that adherence to Indiana Code 14-21-1-27 and -29 does not obviate the need to adhere to applicable federal statutes and regulations, including but not limited to 36 C.F.R. Part 800.

APPENDIX E:
RED FLAG INVESTIGATION

SJCA

Date: December 21, 2021

To: Site Assessment & Management (SAM)
Environmental Policy Office - Environmental Services Division (ESD)
Indiana Department of Transportation
100 N Senate Avenue, Room N758-ES
Indianapolis, IN 46204

From: Ty Gallahan, SJCA Inc
Seymour District
1028 Virginia Ave, Suite 201
Indianapolis, IN 46203
tgallahan@sjcainc.com

Re: RED FLAG INVESTIGATION
DES 1703013, State Project
Bridge Project
Bridge 31, North Hamburg Road over Bull Fork
Franklin County, Indiana

PROJECT DESCRIPTION

Brief Description of Project: Franklin County and the Federal Highway Administration (FHWA) intend to proceed with a bridge project at Bridge 31, North Hamburg Road over Bull Fork Salt Creek. The existing structure is a three-span prestressed concrete box beam structure with an overall length of 102 feet (ft) and an out-to-out deck width of 20.2 ft. The existing structure has two 9.8 ft travel lanes with no shoulder, and the existing approach sections have two 7.5 ft travel lanes with no shoulder, for a total roadway width of 15 ft and a total bridge roadway width of 20.2 ft. The preferred alternative is a composite prestressed concrete I-beam bridge replacement with an out-to-out bridge floor length of 170.75 ft, on new concrete piers and abutments placed on the existing alignment. The new structure will have 10 ft lanes and 4 ft shoulders in each direction, for a total clear roadway width of 28 ft. Additionally, new TS-1 bridge railing will be installed, alongside W-beam guardrail in each quadrant, integral end-bents, and an HMA pavement wedge to accommodate the 2 ft raise in the profile grade. Class 1 and revetment riprap will be added and graded as necessary for stability. Project boundaries are expected to be approximately 450 ft both North and South of the bridge for the proposed wedge and riprap, and approximately 50 ft both East and West of the bridge for construction access.

Bridge and/or Culvert Project: Yes ☒ No ☒ Structure # 24-00031 (NBI # 2400017)

If this is a bridge project, is the bridge Historical? Yes ☐ No ☒ , Select ☐ Non-Select ☐
(Note: If the project involves a historical bridge, please include the bridge information in the Recommendations Section of the report).

Proposed right of way: Temporary ☒ # Acres .15 Acres Permanent ☒ # Acres 1.25 Acres Not Applicable ☐

Type and proposed depth of excavation: Excavation is expected at three locations, to a maximum depth of 11' at the existing end bents, 4' at the guardrail posts, and 1' at the road tie-in locations.

Maintenance of traffic: The current expected maintenance of traffic is a full closure with detour.

Work in waterway: Yes ☒ No ☐ Below ordinary high water mark: Yes ☒ No ☐

State Project: ☐ LPA: ☒
Any other factors influencing recommendations: N/A

INFRASTRUCTURE TABLE AND SUMMARY

Infrastructure Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Religious Facilities	**N/A**	Recreational Facilities	**N/A**
Airports[1]	**N/A**	Pipelines	**N/A**
Cemeteries	**N/A**	Railroads	**N/A**
Hospitals	**N/A**	Trails	**N/A**
Schools	**N/A**	Managed Lands	**N/A**

[1]In order to complete the required airport review, a review of public-use airports within 3.8 miles (20,000 feet) is required.

Explanation: No infrastructure resources were identified within the 0.5 mile search radius.

WATER RESOURCES TABLE AND SUMMARY

Water Resources Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
NWI - Points	**N/A**	Canal Routes - Historic	**N/A**
Karst Springs	**N/A**	NWI - Wetlands	**12**
Canal Structures – Historic	**N/A**	Lakes	**3**
NPS NRI Listed	**N/A**	Floodplain - DFIRM	**1**
NWI-Lines	**3**	Cave Entrance Density	**N/A**
IDEM 303d Listed Streams and Lakes (Impaired)	**4**	Sinkhole Areas	**N/A**
Rivers and Streams	**9**	Sinking-Stream Basins	**N/A**

Explanation:

NWI – Lines: Three (3) NWI Line segments are located within the 0.5 mile search radius. One (1) NWI line, Bull Fork, is located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, will occur.

IDEM 303d Listed Rivers and Streams: Four (4) 303d Listed Rivers and Stream segments are located within the 0.5 mile search radius. Bull Fork is located within the project area. Bull Fork is listed for Dissolved Oxygen (DO) and E. Coli.

- Concerning Dissolved Oxygen (DO), Best Management Practices (BMPs) will be used to avoid further degradation to the stream.
- Bull Fork is listed for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

River and Streams: Nine (9) stream segments are located within the 0.5 mile search radius. One (1) stream segment, Bull Fork, is located within the project area. A Waters of the US Report is recommended based on mapped features, and coordination with the appropriate agency, if applicable, will occur.

NWI – Wetlands: Twelve (12) NWI Wetlands are located within the 0.5 mile search radius. The nearest wetland is located 0.08 mile west of the project area. No impact is expected.

Lakes: Three (3) Lakes are located within the 0.5 mile search radius. The nearest lake is located 0.23 mile southwest of the project area. No impact is expected.

Floodplain – DFIRM: One (1) Floodplain polygon is located within the 0.5 mile search radius. The project area is located within one of the floodplain polygons. Coordination with the appropriate agency will occur.

MINING AND MINERAL EXPLORATION TABLE AND SUMMARY

Mining/Mineral Exploration Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Petroleum Wells	**N/A**	Mineral Resources	**N/A**
Mines – Surface	**N/A**	Mines – Underground	**N/A**

Explanation: No mining and mineral resources were identified within the 0.5 mile search radius.

HAZARDOUS MATERIAL CONCERNS TABLE AND SUMMARY

Hazardous Material Concerns Indicate the number of items of concern found within the 0.5 mile search radius. If there are no items, please indicate N/A:			
Superfund	**N/A**	Manufactured Gas Plant Sites	**N/A**
RCRA Generator/ TSD	**N/A**	Open Dump Waste Sites	**N/A**
RCRA Corrective Action Sites	**N/A**	Restricted Waste Sites	**N/A**
State Cleanup Sites	**N/A**	Waste Transfer Stations	**N/A**
Septage Waste Sites	**N/A**	Tire Waste Sites	**N/A**
Underground Storage Tank (UST) Sites	**N/A**	Confined Feeding Operations (CFO)	**N/A**
Voluntary Remediation Program	**N/A**	Brownfields	**N/A**
Construction Demolition Waste	**N/A**	Institutional Controls	**N/A**
Solid Waste Landfill	**N/A**	NPDES Facilities	**N/A**
Infectious/Medical Waste Sites	**N/A**	NPDES Pipe Locations	**N/A**
Leaking Underground Storage (LUST) Sites	**N/A**	Notice of Contamination Sites	**N/A**

Unless otherwise noted, site specific details presented in this section were obtained from documents reviewed on the Indiana Department of Environmental Management (IDEM) Virtual File Cabinet (VFC).

Explanation: No hazardous materials concerns were identified within the 0.5 mile search radius.

ECOLOGICAL INFORMATION SUMMARY

The Franklin County listing of the Indiana Natural Heritage Data Center information on endangered, threatened, or rare (ETR) species and high quality natural communities is provided at https://www.in.gov/dnr/nature-preserves/files/np_franklin.pdf. A preliminary review of the Indiana Natural Heritage Database by INDOT ESD did not indicate the presence of ETR species within the 0.5 mile search radius.

A review of the USFWS database did/did not indicate the presence of endangered bat species in or within 0.5 mile of the project area. The project area is located in a rural area surrounded by forests and farm fields, and sparsely with residences. The October 28, 2021 INDOT Inspection Report for 24-00031 (NBI # 2400017) state that no evidence of bats was seen or heard under the bridge. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects."

RECOMMENDATIONS SECTION

Include recommendations from each section. If there are no recommendations, please indicate N/A:

INFRASTRUCTURE: N/A

WATER RESOURCES:

- A Waters of the US Report is recommended and coordination with the appropriate agency, if applicable, will occur for the following features:
    - One (1) NWI line segment, Bull Fork, is located within the project area.
    - One (1) stream segment, Bull Fork, is located within the project area.
    - The project area is located within a floodplain polygon (coordination only).
- IDEM 303d Listed Rivers and Streams: Bull Fork Salt Creek is listed for Dissolved Oxygen (DO) and E. Coli.
    - Concerning Dissolved Oxygen (DO), Best Management Practices (BMPs) will be used to avoid further degradation to the stream.
    - Bull Fork is listed for E. coli. Workers who are working in or near water with E. coli should take care to wear appropriate PPE, observe proper hygiene procedures, including regular hand washing, and limit personal exposure.

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

ECOLOGICAL INFORMATION: Coordination with USFWS and IDNR will occur. The range-wide programmatic consultation for the Indiana Bat and Northern Long-eared Bat will be completed according to the most recent "Using the USFWS's IPaC System for Listed Bat Consultation for INDOT Projects".

INDOT ESD concurrence: Nicole Fohey-Breting Digitally signed by Nicole Fohey-Breting Date: 2022.01.05 09:43:51 -05'00' (Signature)

Prepared by:
Ty Gallahan
GIS Admin
SJCA Inc

Graphics:

A map for each report section with a 0.5 mile search radius buffer around all project area(s) showing all items identified as possible items of concern is attached. If there is not a section map included, please change the YES to N/A:

SITE LOCATION: YES

INFRASTRUCTURE: N/A

WATER RESOURCES: YES

MINING/MINERAL EXPLORATION: N/A

HAZARDOUS MATERIAL CONCERNS: N/A

Red Flag Investigation - Site Location
North Hamburg Road over Bull Fork Salt Creek, 2.9 Miles South of Stipps Hill Road
Des. No. 1703013, Bridge Project
Franklin County, Indiana

0.45 0.23 0 0.45 Miles

Sources:
Non Orthophotography
Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

CLARKSBURG QUADRANGLE
INDIANA
7.5 MINUTE SERIES
(TOPOGRAPHIC)

Red Flag Investigation - Water Resources
North Hamburg Road over Bull Fork Salt Creek, 2.9 Miles South of Stipps Hill Road
Des. No. 1703013, Bridge Project
Franklin County, Indiana

Sources:
Non Orthophotography Data - Obtained from the State of Indiana Geographical Information Office Library
Orthophotography - Obtained from Indiana Map Framework Data (www.indianamap.org)
Map Projection: UTM Zone 16 N **Map Datum:** NAD83

0.1 0.05 0 0.1 Miles

This map is intended to serve as an aid in graphic representation only. This information is not warranted for accuracy or other purposes.

- NWI - Point
- Karst Spring
- NWI- Line
- Impaired_Stream_Lake
- NPS NRI listed
- River
- Canal Structure - Historic
- Canal Route - Historic
- Wetlands
- Lake
- Floodplain - DFIRM
- Cave Entrance Density
- Sinkhole Area
- Sinking-Stream Basin
- County Boundary
- Project Area
- Half Mile Radius
- Toll
- Interstate
- State Route
- US Route
- Local Road

APPENDIX F:

WATER RESOURCES

SJCA

Waters Report
North (N) Hamburg Road (Rd) over Bull Fork Salt Creek
Bridge Project
Franklin County, Indiana
NBI # 2400017
Bridge # 24-00031 (Franklin County Bridge #31)
Des. 1703013

Report Completed on: October 27, 2021

Prepared for:
USI Consultants

Prepared By:

Kevin McLane
SJCA Inc.
9102 N Meridian St, #200
Indianapolis, IN 46260

p. 317.566.0629

e. kmclane@sjcainc.com

Site Location:
Section 14, Township 11 North, Range 11 East
Clarksburg 24K Quadrangle
Franklin County, Indiana
Bull Fork Subwatershed, 12-Digit HUC: 050800030503
Project Location
Latitude: 39.398689° Longitude: -85.268532°

Field Investigation Date: October 1, 2021

Project Description

The Franklin County Board of Commissioners, with federal funding, intends to proceed with a bridge project (Des. 1703013) in Franklin County, Indiana. The project is located on N Hamburg Rd, 2.9 miles south of Stipps Hill Rd. This section of N Hamburg Rd consists of two 9.75-foot lanes with no shoulders and is classified as a Rural Major Collector. The existing structure, (NBI: 2400017) which carries N Hamburg Rd over Bull Fork Salt Creek, is a three-span concrete box beam bridge with a 100-foot length and 19.5-foot width. The proposed project will replace the existing structure with a three-span prestressed concrete I-beam bridge on new concrete piers and abutments. The new bridge will be approximately 170.75 feet in length, 28 feet in width, and will provide two 10-foot lanes with 4-foot shoulders. This project will require riprap on end bent sloping walls and in the roadside drainage ditches. The approach roadway on each side of the structure will be widened to accommodate two 10-foot lanes with 4-foot shoulders and corrected to meet current design criteria. Full-depth pavement and new guardrail will be installed.

Methodology

The delineation of wetlands and other "waters of the U.S." on the site were based on the methodology described in the *Corps of Engineers Wetland Delineation Manual (Environmental Laboratory, 1987)* and the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Midwest Region (Environmental Laboratory, 2012)* as required by current U.S. Army Corps of Engineers (USACE) policy.

Prior to the field work, background information, including U.S. Geological Survey (USGS) topographic maps, aerial photographs, the USGS National Hydrography Dataset (NHD) layer on the Indiana Geological & Water Survey (IGWS) IndianaMap website, U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) maps, and the Natural Resources Conservation Service (NRCS) Web Soil Survey for Franklin County were reviewed to establish the probability and potential location of water resources on the site. Next, a general reconnaissance of the project area was conducted to determine site conditions. Sample points were established at locations within the project area to inspect for any possible wetland areas and to document soil characteristics, evidence of hydrology, and dominant vegetation. Soils were examined to a depth of at least 16-20 inches, when no restrictive layer was encountered, to assess soil characteristics and site hydrology.

Desktop Reconnaissance and Site Conditions

Site Description and Conditions

- **Topography**: The topography within the investigated area is largely flat along the stream banks, with hills to the north and south that slope down to the stream.
- **Existing Land-Use**: Land use adjacent to the investigated is forested in the northwest and southeast quadrants, with residential properties to the northeast and southwest. A fenced property near the southwest limits appears to be used as a pasture for livestock.
- **Plant Communities**: Vegetation within the northwest quadrant of the investigated area is forested and dominated by black locust (*Robinia pseudoacacia*, FACU), tulip tree (*Liriodendron tulipifera*, FACU), eastern redbud (*Cercis canadensis*, FACU), black walnut (*Juglans nigra*, FACU), honey locust (*Gleditsia triacanthos*, FACU), eastern redcedar (*Juniperus virginiana*, FACU), multiflora rose (*Rosa multiflora*, FACU), Canadian blacksnakeroot (*Sanicula canadensis*, FACU), and Canada goldenrod (*Solidago canadensis*, FACU). Vegetation in the lawns and pastures in the northeast and southwest quadrants of the investigated area is dominated by upland grasses and weeds such as, tall fescue (*Schedonorus arundinaceus*, FACU), white clover (*Trifolium repens*, FACU), orchardgrass (*Dactylis glomerata*, FACU), and Fuller's teasel (*Dipsacus fullonum,* FACU). Vegetation within the southeast quadrant of the investigated area is forested and dominated by black walnut (*Juglans nigra*, FACU), honey locust (*Gleditsia triacanthos*, FACU), Canada wildrye (*Elymus canadensis,* FACU), and Canadian blacksnakeroot (*Sanicula canadensis*, FACU). The banks of the stream are dominated by reed canary grass (*Phalaris arundinacea*, FACW), tall fescue (*Schedonorus arundinaceus*, FACU), American sycamore (*Platanus occidentalis*, FACW), box elder (*Acer negundo*, FAC), honey locust (*Gleditsia triacanthos*, FACU), deer tongue (*Dichanthelium clandestinum*, FACW), Canada goldenrod (*Solidago canadensis*, FACU), and ground ivy (*Glechoma hederacea*, FACU)
- **Soils**: According to the Franklin County Soil Survey, soils mapped within the project area include:

Table 1. Soil Types Within the Investigated Area

Soil Abbreviation	Soil Unit Name	Hydric Rating in Area IN047
CkC3	*Cincinnati silt loam, 6 to 12 percent slopes, severely eroded*	Nonhydric
BpD3	*Bonnell clay loam, 12 to 22 percent slopes, severely eroded*	Nonhydric
BoC2	*Bonnell silt loam, 6 to 12 percent slopes, eroded*	Nonhydric
Wn	*Wirt loam, occasionally flooded*	Nonhydric

- **Hydrology**: According to the Federal Emergency Management Agency (FEMA) Flood Rate Insurance Map (FIRM) dataset (see attached Floodplain Map), the project area is within the DNR mapped floodplain of Bull Fork Salt Creek. According to the USGS *StreamStats* site, (streamstats.usgs.gov) Bull Fork Salt Creek has an upstream drainage area of 14.508 square miles, measured at bridge, and the Unnamed Tributary to Bull Fork Salt Creek (UNT to Bull Fork) has an upstream drainage area of 0.503 square miles from where it confluences with Bull Fork Salt Creek. According to the NWI map, Bull Fork

Salt Creek is classified as a perennial stream (Riverine, Lower Perennial, Unconsolidated Bottom, Permanently Flooded; R2UBH) and UNT to Bull Fork is classified as an intermittent stream (Riverine, Intermittent, Streambed, Seasonally Flooded; R4SBC). Based on the NHD Flowlines map, three classified stream flowlines are mapped within the project area. The classified stream flowline segments correspond with Bull Fork Salt Creek and UNT to Bull Fork.

- **NWI Data**: According to the NWI map, there are no wetlands mapped within the investigated area.
- **Site Conditions**: Site conditions were typical for early-October, with no rain occurring within the five days prior to the field investigation (according to wunderground.com). Temperatures were slightly above average during the site investigation with temperatures reaching the high-seventies (° F).

Field Reconnaissance

Site Analysis

The investigated area included roadside right-of-way, residential lawns, upland pastures, forested hills and floodplains, and the banks of Bull Fork Salt Creek. Hydrology within the project area is influenced by the Bull Fork Salt Creek and the UNT to Bull Fork. The project area is located within the Bull Fork subwatershed. According to the NWI map and USGS topographic map, there are two streams, Bull Fork Salt Creek and UNT to Bull Fork, and no wetlands (see discussion above in NWI Data) mapped within or adjacent to the investigated area. No unmapped wetlands were identified within the investigated area during the site visit. Field investigation confirmed the presence of the two streams, Bull Fork Salt Creek and UNT to Bull Fork.

Stream Discussion

Bull Fork Salt Creek is mapped as a perennial stream (Riverine, Lower Perennial, Unconsolidated Bottom, Permanently Flooded; R2UBH) within the investigated area and it is shown as solid blue-line on the USGS topographic map. During field investigation the Bull Fork Salt Creek had a slow flow and appears to hold water throughout the year. Therefore, based on the field observation and resource maps, Bull Fork Salt Creek was determined to be a perennial stream within the investigated area. According to the USGS *StreamStats* site, (streamstats.usgs.gov) Bull Fork Salt Creek has an upstream drainage area of 14.508 square miles, measured at bridge.

Based on the NHD Flowlines map, Bull Fork Salt Creek is mapped as a classified stream flowline that flows southeast under N Hamburg Rd. Bull Fork Salt Creek connects to Salt Creek, approximately 4.2 river miles east of the investigated area and Salt Creek flows northeast approximately 6 river miles, were it confluences with the Whitewater River. According to the Indiana Natural Resources Commission, Bull Fork Salt Creek and Salt Creek are not listed as navigable waterways in Franklin County, but Whitewater River is listed as a navigable waterway. Approximately 177 linear ft of Bull Fork Salt Creek is within the investigated area. The bankfull width is approximately 32 ft. Bull Fork Salt Creek has rock and sand substrate and

moderate sinuosity outside of the investigated area (based on aerial imagery). Riffle/run complexes were observed within the investigated area. Existing riprap (concrete pieces) were visible around the south abutment. The stream has high in-stream cover and high bank cover. These features led to a determination that Bull Fork Salt Creek is of excellent quality. The stream has an OHWM width of 30 ft (measured on either side of the bridge). The OHWM depth was 3 ft deep. Due to the perennial flow conditions of Bull Fork Salt Creek, the presence of an OHWM, and eventual connectivity to a navigable waterway, it is likely that it is jurisdictional under the USACE and is therefore a water of the U.S.

UNT to Bull Fork Salt Creek (UNT to Bull Fork) is mapped as an intermittent stream (Riverine, Intermittent, Streambed, Seasonally Flooded; R4SBC) within the investigated area and it is shown as a dotted blue-line on the USGS topographic map. During field investigation the UNT to Bull Fork had a slow flow
and appears to hold water for most of the year. Therefore, based on the field observation and resource maps, UNT to Bull Fork was determined to be an intermittent stream within the investigated area. According to the USGS *StreamStats* site, (streamstats.usgs.gov) UNT to Bull Fork has an upstream drainage area of 0.503 square miles from where it confluences with Bull Fork Salt Creek within the investigated area. It appears that UNT to Bull Fork receives water from the hills, residential properties, and agricultural field to the southwest.
Based on the NHD Flowlines map, UNT to Bull Fork is mapped as a classified stream flowline that flows northeast toward Bull Fork Salt Creek within the investigated area. UNT to Bull Fork flows into Bull Fork Salt Creek, which then connects to Salt Creek, approximately 4.2 river miles east of the investigated area, then Salt Creek flows northeast approximately 6 river miles, were it confluences with the Whitewater River. According to the Indiana Natural Resources Commission, Whitewater River is listed as a navigable waterway in Franklin County. Approximately 66 linear ft of UNT to Bull Fork is within the investigated area. The bankfull width is approximately 12 ft. UNT to Bull Fork has rock and sand substrate and low sinuosity outside of the investigated area (based on aerial imagery). No riffle/run complexes were observed within the investigated area. The stream has moderate in-stream cover, moderately eroded banks, and low bank cover. These features led to a determination that UNT to Bull Fork is of poor quality. The stream has an OHWM width of 7 ft. The OHWM depth was 1.5 ft deep. Due to the intermittent flow conditions of UNT to Bull Fork, the presence of an OHWM, and eventual connectivity to a navigable waterway, it is likely that it is jurisdictional under the USACE and is therefore a water of the U.S.

Table 2. Stream Summary Table

Stream Name	Photos	Lat/Long	OHWM Width (ft)	OHWM Depth (ft)	USGS Blue-line?	Riffles? Pools?	Substrate	Quality	Likely Water of U.S.?
Bull Fork Salt Creek	21-23, 28-33, 48-49, 51-52, 54, 60, 61	N 39.398689° W -85.268532°	30	3	Yes, Perennial	Yes	Rock/ Sand	High	Yes
UNT to Bull Fork Salt Creek	19-21, 25, 30	N 39.398633° W -85.268712°	7	1.5	Yes, Intermittent	No	Rock/ Sand	Poor	Yes

Soil Sample Points (SP)

Table 3. Sample Point Summary Table

Data Point	Photos	Hydrophytic Vegetation	Hydric Soils	Wetland Hydrology	Wetland	Date
1	24-27	Yes	No	No	No	10/1/21
2	53-56	No	No	Yes	No	10/1/21
3	57-60	No	No	Yes	No	10/1/21
4	62-65	No	No	Yes	No	10/1/21

Sample Point 1 (SP 1) was taken in the southwest quadrant of the bridge, west of the confluence of UNT to Bull Fork and Bull Fork Salt Creek. The point was taken near the top of bank of Bull Fork Salt Creek. SP 1 is dominated by tall fescue (*Festuca arundinacea*, FACU), box elder (*Acer negundo*, FAC), black walnut (*Juglans nigra*, FACU), white mulberry (*Morus alba*, FAC), and reed canary grass (*Phalaris arundinacea*, FACW) and meets the Dominance Test and Prevalence Index indicators for hydrophytic vegetation. Soils at SP 1 have a layer of 10YR 3/2 (100%) from 0-10 inches and 10YR 4/1 (30%) and 10YR 4/2 (55%) depleted matrix with redox concentrations of 5YR 5/8 (15%) in the matrix from 10-17 inches. Soil texture is silty clay loam from 0-17 inches. SP 1 does not meet any indicators of hydric soils. SP 1 meets no indicators for wetland hydrology. Hydric soils and wetland hydrology were not present; therefore, SP 1 is not within a wetland. The presence of hydrophytic plants can be explained by the location within the floodplain and along the top of bank of the stream. The lack of hydric soils and wetland hydrology is likely due to the infrequency of flooding and quick draining soils.

Sample Point 2 (SP 2) was taken in the northeast quadrant of the bridge, near the top of bank of Bull Fork Salt Creek and within the floodplain. SP 2 is dominated by American sycamore (*Platanus occidentalis*, FACW), honey locust (*Gleditsia triacanthos*, FACU), deer tongue (*Dichanthelium clandestinum*, FACW), Canada goldenrod (*Solidago canadensis*, FACU), and summer grape (*Vitis aestivalis*, FACU) and does not meet any indicators for hydrophytic vegetation. Soils at SP 2 have a layer of 10YR 4/3 (100%) from 0-20 inches. Soil texture is sand.

SP 2 does not meet any indicators of hydric soils. SP 2 meets one primary indicator for wetland hydrology, Drift Deposits. Hydrophytic vegetation and hydric soils were not present; therefore, SP 2 is not within a wetland. The presence of nearby drift deposits can be explained by the location within the floodplain and along the top of bank of the stream. The lack of hydric soils and hydrophytic vegetation is likely due to the infrequency of flooding and quick draining soils.

Sample Point 3 (SP 3) was taken in the northwest quadrant of the bridge, near the top of bank of Bull Fork Salt Creek and near the toe of slope of the roadway/bridge slope within the floodplain. SP 3 is dominated by box elder (*Acer negundo*, FAC), honey locust (*Gleditsia triacanthos*, FACU), reed canary grass (*Phalaris arundinacea*, FACW), and ground ivy (*Glechoma hederacea*, FACU) and does not meet any indicators for hydrophytic vegetation. Soils at SP 3 have a layer of 10YR 3/3 (100%) from 0-15 inches and 10YR 4/4 (100%) from 15-20 inches. Soil texture is loam from 0-15 inches and sandy loam from 15-20 inches. SP 3 does not meet any indicators of hydric soils. SP 2 meets one primary indicator for wetland hydrology, Drift Deposits, and one secondary indicator, Geomorphic Position. Hydrophytic vegetation and hydric soils were not present; therefore, SP 3 is not within a wetland. The presence of nearby drift deposits can be explained by the location within the floodplain and along the top of bank of the stream. The lack of hydric soils and hydrophytic vegetation is likely due to the infrequency of flooding and quick draining soils.

Sample Point 4 (SP 4) was taken in the southeast quadrant of the bridge, near the top of bank of Bull Fork Salt Creek and near the toe of slope of the roadway/bridge slope within the floodplain. SP 4 is dominated by black walnut (*Juglans nigra*, FACU), honey locust (*Gleditsia triacanthos*, FACU), Canada wildrye (*Elymus canadensis*, FACU), and ground ivy (*Glechoma hederacea*, FACU) and does not meet any indicators for hydrophytic vegetation. Soils at SP 4 have a layer of 10YR 4/4 (100%) from 0-4 inches and 10YR 3/3 (100%) from 4-16 inches. Soil texture is sand from 0-4 inches and silty clay loam from 4-16 inches. SP 4 does not meet any indicators of hydric soils. SP 4 meets one primary indicator for wetland hydrology, Drift Deposits, and one secondary indicator, Geomorphic Position. Hydrophytic vegetation and hydric soils were not present; therefore, SP 4 is not within a wetland. The presence of nearby drift deposits can be explained by the location within the floodplain and near the top of bank of the stream. The lack of hydric soils and hydrophytic vegetation is likely due to the infrequency of flooding and quick draining soils.

Other Water Features

The project area was reviewed for the presence of other water features such as open water, areas that do not have an OHWM but have concentrated flow, all roadside ditches, historic drainage, and unusual circumstances. One vegetated swale was present along the west side of N Hamburg Rd, from the southern end of the investigated area to the first driveway at the end of the fenced yard. This swale had no discernable bed and bank, no OHWM, no signs of frequent flow, and was vegetated with upland plants, such as tall fescue (*Festuca arundinacea*, FACU) and Fuller's teasel (*Dipsacus fullonum*, FACU). It is likely that this swale only carries stormwater for short periods after or during heavy rain events. No open water or other water features were identified in the investigated area.

Conclusions

The areas of the investigated area near the roadway and within the residential lawns were dominated with upland vegetation and quick draining soils. The floodplain of the stream was dominated by a mixture of upland and hydrophytic vegetation but lacked hydric soils. Two streams were identified during the site investigation, Bull Fork Salt Creek and UNT to Bull Fork. Due to the flow conditions of these streams, the presence of OHWMs, and eventual connectivity to a navigable waterway, it is likely that these streams are jurisdictional under the USACE and are therefore waters of the U.S. No wetlands were identified within the investigated area.

Every effort should be taken to avoid and minimize impacts to these resources. If impacts are necessary, then mitigation may be required. The USACE should be contacted immediately if impacts occur. The final determination of jurisdictional waters is ultimately made by the appropriate regulatory staff of the USACE. This report is our best judgment based on the guidelines set forth by the Corps.

Acknowledgement

This waters determination has been prepared based on the best available information, interpreted in the light of the investigator's training, experience and professional judgement in conformance with the 1987 Corps of Engineers Wetlands Delineation Manual, the appropriate regional supplement, the USACE Jurisdictional Determination Form Instructional Guidebook, and other appropriate agency guidelines.

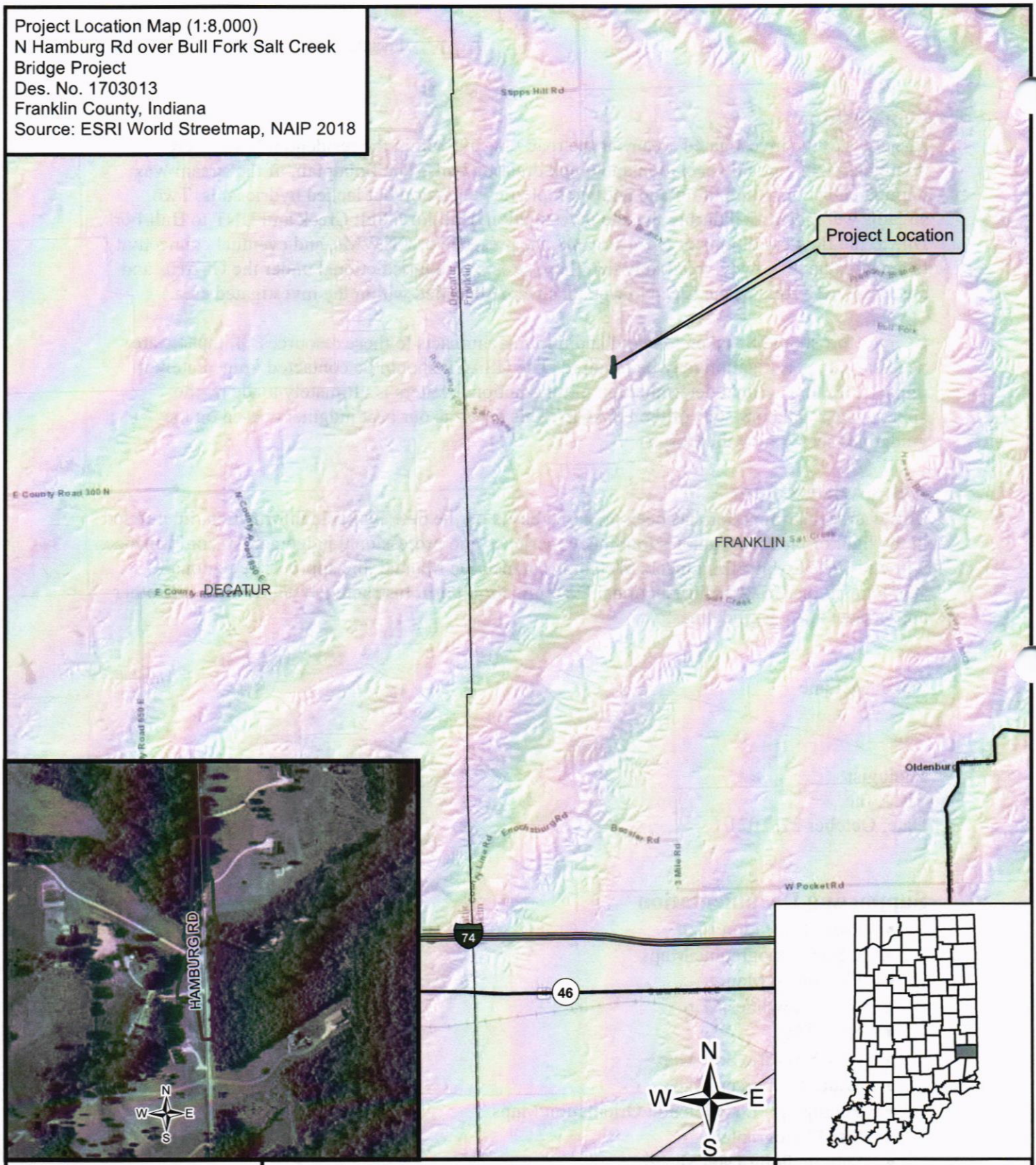
Kevin McLane

Ecologist
SJCA Inc.
Date: October 27, 2021

Supporting Documentation

- Project Location Map
- USGS Topographic Maps
- Floodplain Map
- NHD Flowlines Map
- NWI Map
- NRCS Hydric Soil Map
- Water Resources Maps
- Photograph Location and Orientation Maps
- Site Photographs
- Sample Point Data Sheets
- Preliminary Jurisdictional Determination Form

Project Location Map (1:8,000)
N Hamburg Rd over Bull Fork Salt Creek
Bridge Project
Des. No. 1703013
Franklin County, Indiana
Source: ESRI World Streetmap, NAIP 2018



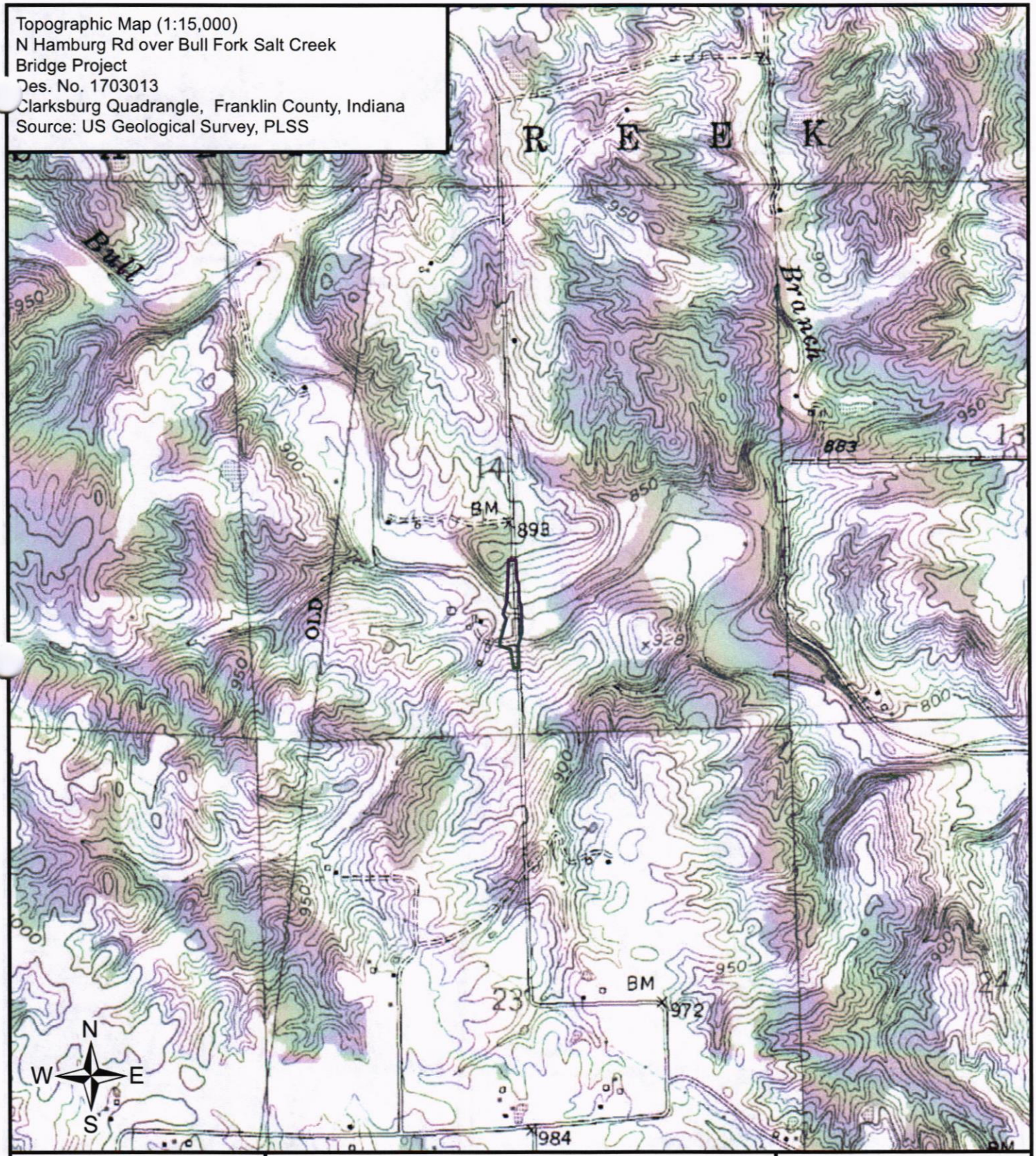
0 0.85 1.7 Miles

Investigated Area
County Boundary
Project County

10/22/2021

SJCA

Topographic Map (1:15,000)
N Hamburg Rd over Bull Fork Salt Creek
Bridge Project
Des. No. 1703013
Clarksburg Quadrangle, Franklin County, Indiana
Source: US Geological Survey, PLSS



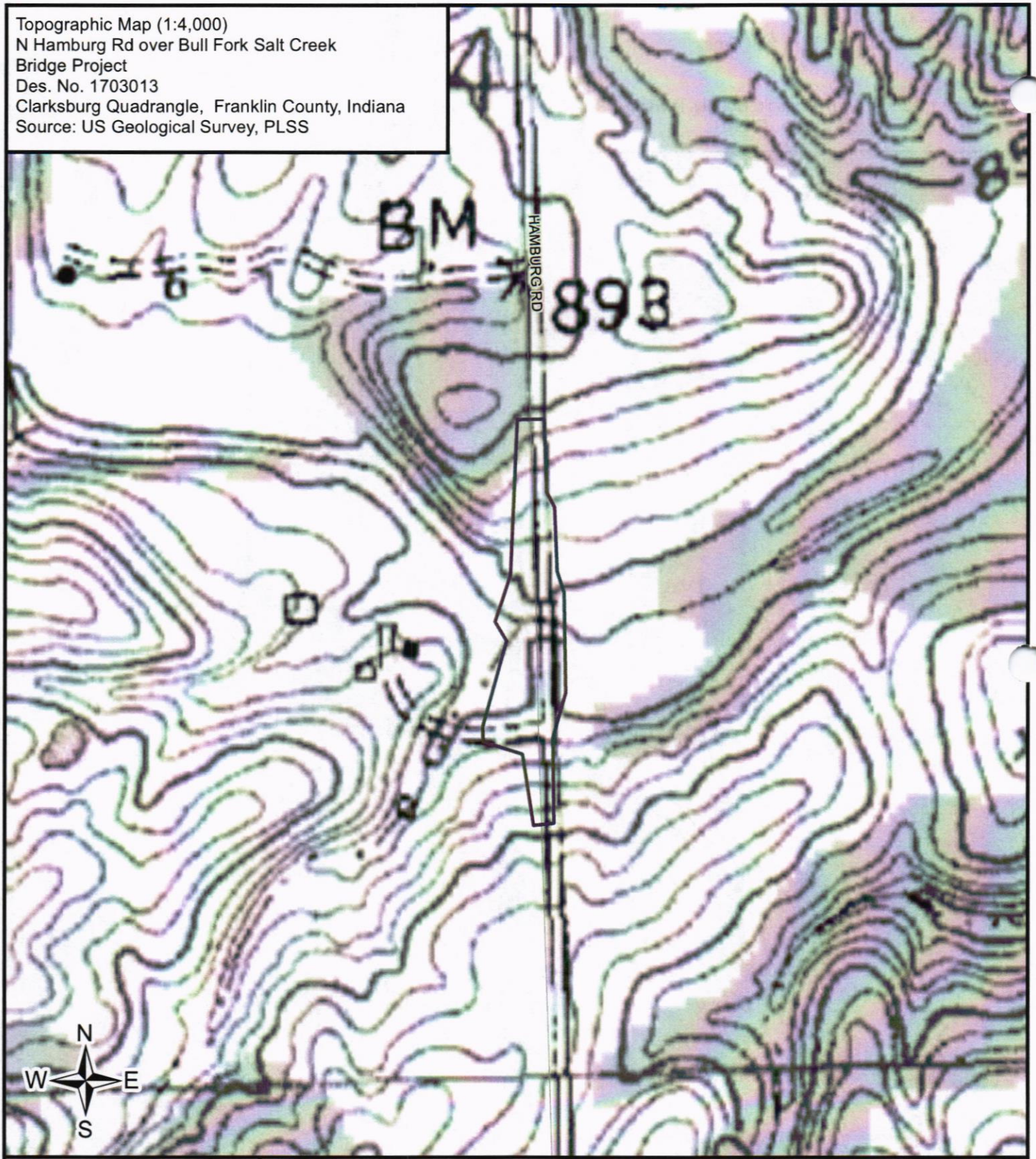
0 890 1,780 Feet

Investigated Area

SJCA

10/22/2021

Topographic Map (1:4,000)
N Hamburg Rd over Bull Fork Salt Creek
Bridge Project
Des. No. 1703013
Clarksburg Quadrangle, Franklin County, Indiana
Source: US Geological Survey, PLSS



0 230 460 Feet

Investigated Area

SJCA

10/22/2021

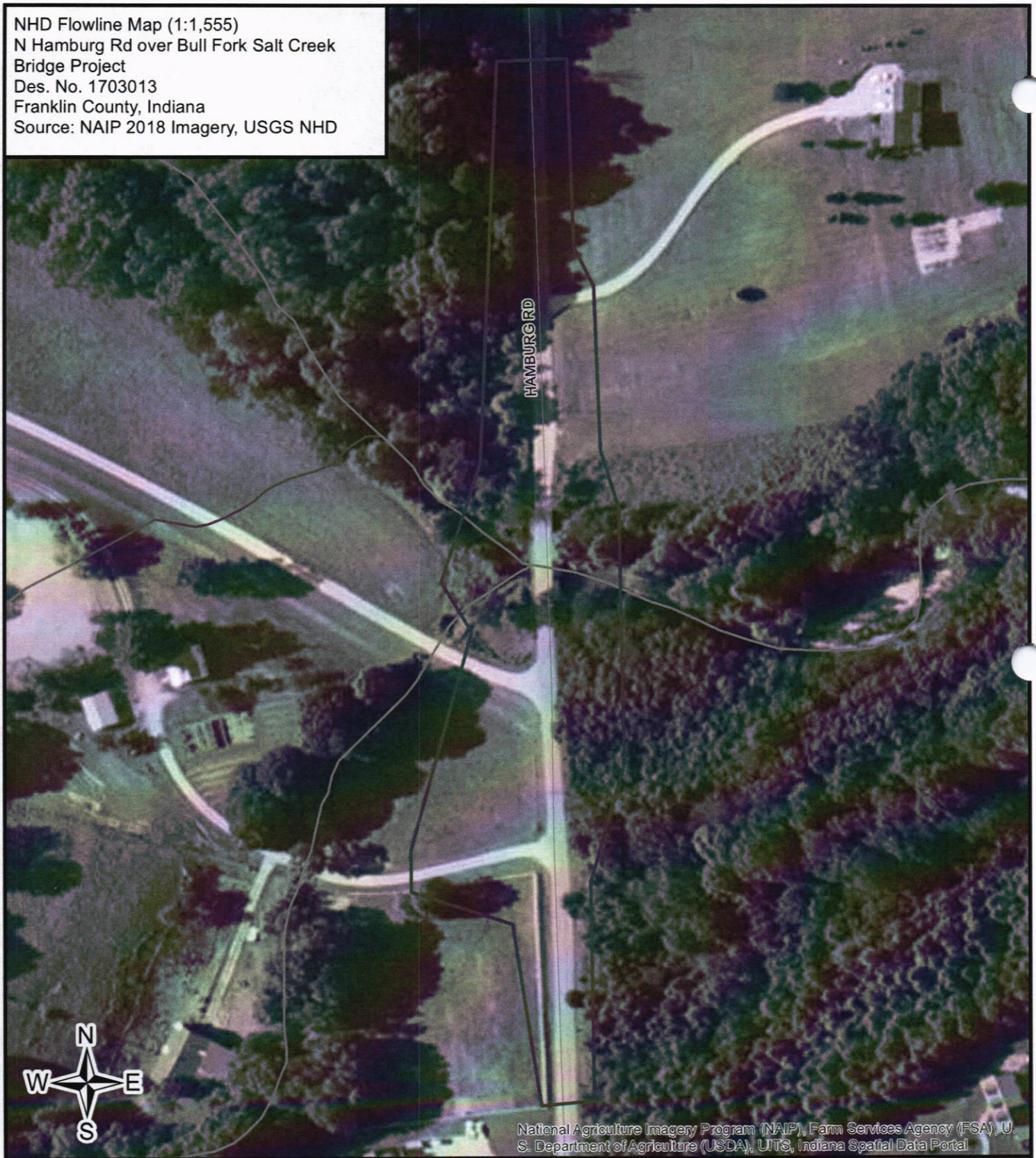
0 90 180 Feet

Investigated Area
Floodway
1% Annual Chance Flood Hazard
0.2% Annual Chance, Protected by Levee
0.2% Annual Chance Flood Hazard

10/22/2021

SJCA

NHD Flowline Map (1:1,555)
N Hamburg Rd over Bull Fork Salt Creek
Bridge Project
Des. No. 1703013
Franklin County, Indiana
Source: NAIP 2018 Imagery, USGS NHD



0 90 180 Feet

- Investigated Area
- Stream/River
- Artificial Path
- Canal/Ditch
- Pipeline
- Connector
- Underground Conduit
- Coastline
- NHD Flowline - Unclassified

10/22/2021

SJCA

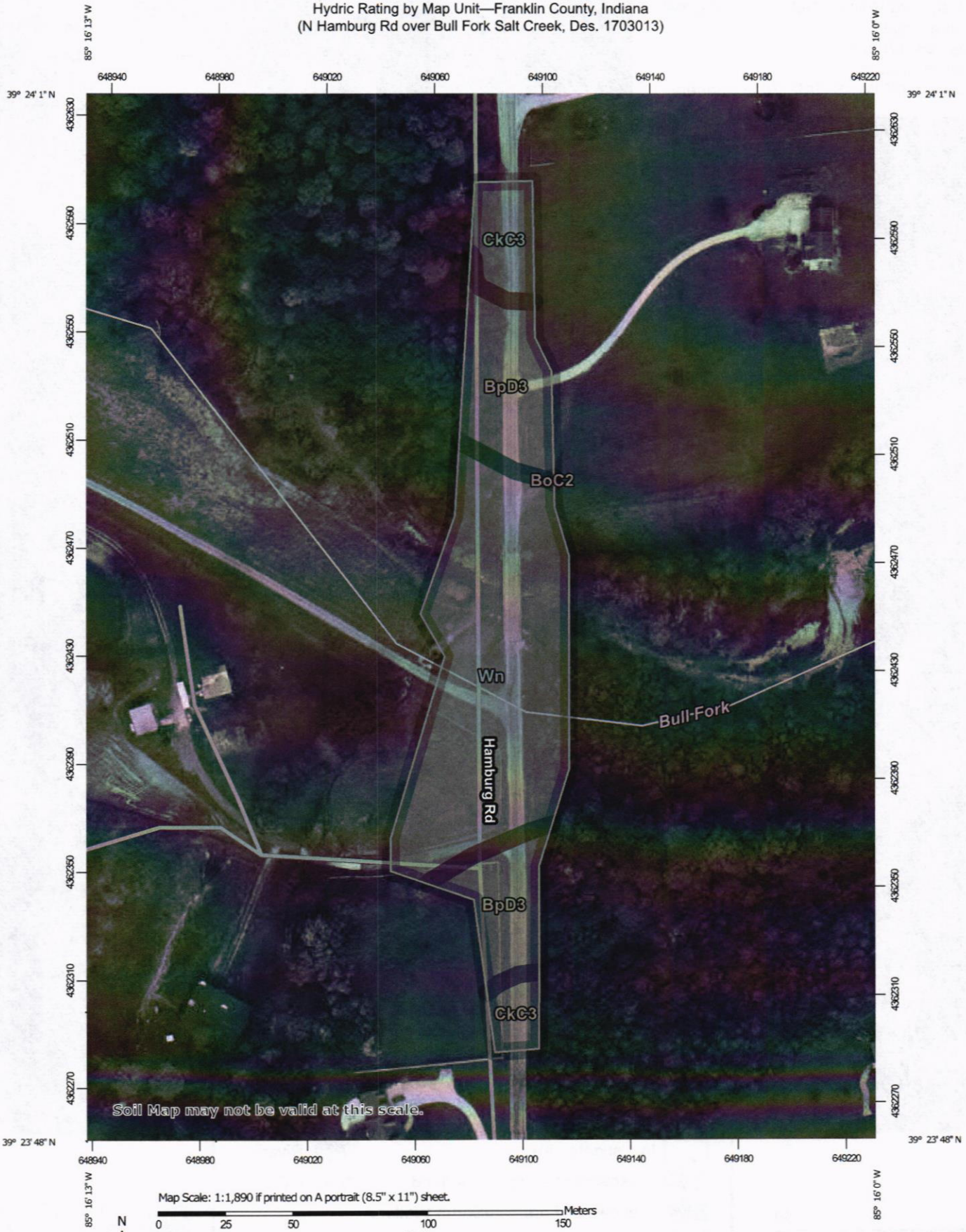
0 90 180 Feet

- Investigated Area
- Freshwater Emergent Wetland
- Freshwater Forested/Shrub Wetland
- Freshwater Pond
- Lake
- Riverine
- Other

10/22/2021

SJCA

Hydric Rating by Map Unit—Franklin County, Indiana
(N Hamburg Rd over Bull Fork Salt Creek, Des. 1703013)



Map Scale: 1:1,890 if printed on A portrait (8.5" x 11") sheet.

N

Meters: 0 25 50 100 150

Feet: 0 50 100 200 300

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 16N WGS84

USDA **Natural Resources Conservation Service**

Web Soil Survey
National Cooperative Soil Survey

MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils

Soil Rating Polygons
- Hydric (100%)
- Hydric (66 to 99%)
- Hydric (33 to 65%)
- Hydric (1 to 32%)
- Not Hydric (0%)
- Not rated or not available

Soil Rating Lines
- Hydric (100%)
- Hydric (66 to 99%)
- Hydric (33 to 65%)
- Hydric (1 to 32%)
- Not Hydric (0%)
- Not rated or not available

Soil Rating Points
- Hydric (100%)
- Hydric (66 to 99%)
- Hydric (33 to 65%)
- Hydric (1 to 32%)
- Not Hydric (0%)
- Not rated or not available

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:15,800.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Franklin County, Indiana
Survey Area Data: Version 21, Sep 7, 2021

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: Oct 17, 2019—Oct 20, 2019

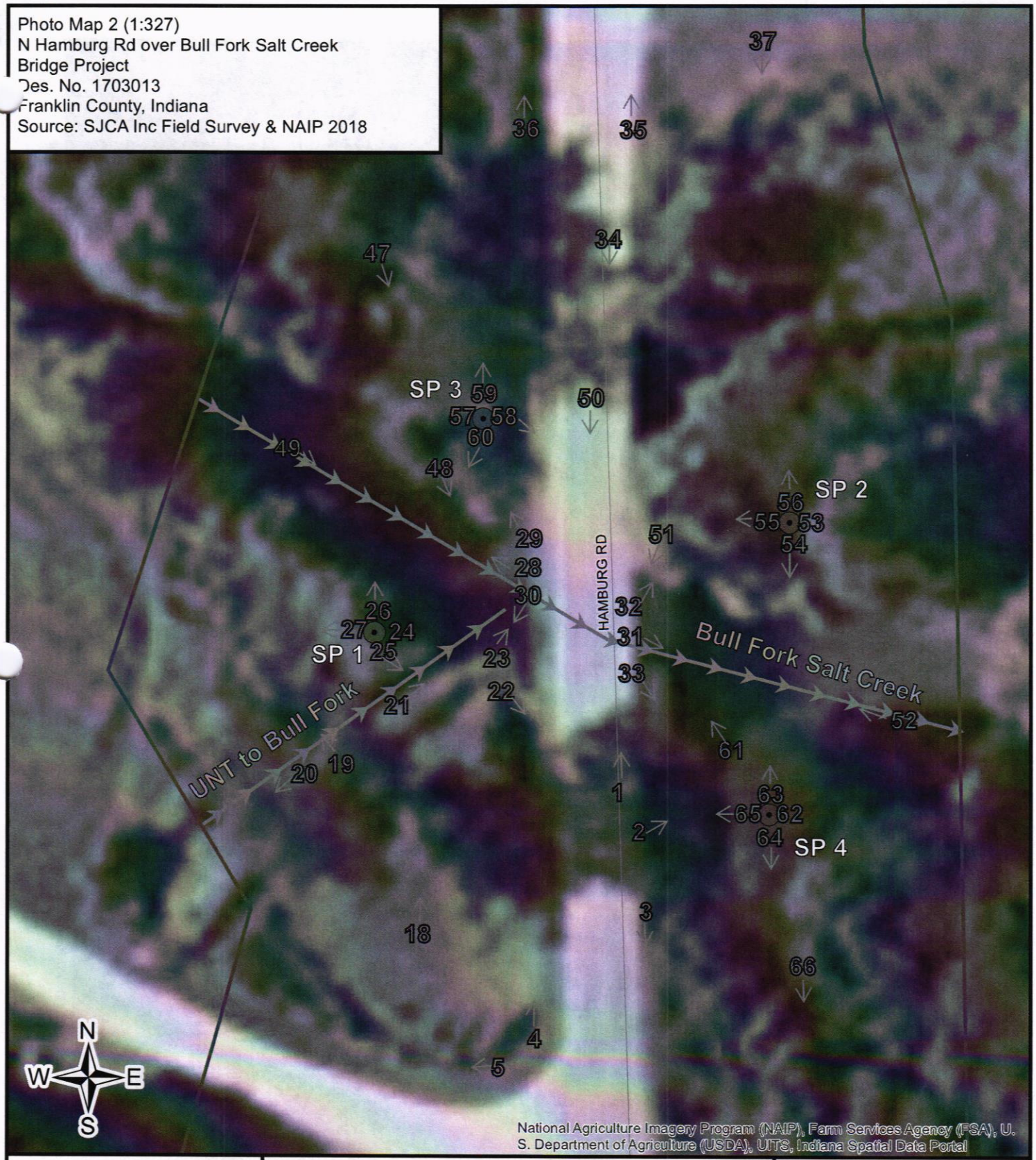
The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Hydric Rating by Map Unit

Map unit symbol	Map unit name	Rating	Acres in AOI	Percent of AOI
BoC2	Bonnell silt loam, 6 to 12 percent slopes, eroded	0	0.0	0.0%
BpD3	Bonnell clay loam, 12 to 22 percent slopes, severely eroded	0	0.8	27.4%
CkC3	Cincinnati silt loam, 6 to 12 percent slopes, severely eroded	0	0.4	11.9%
Wn	Wirt loam, occasionally flooded	0	1.8	60.7%
Totals for Area of Interest			**3.0**	**100.0%**


Waters Map (1:1,501)
N Hamburg Rd over Bull Fork Salt Creek
Bridge Project
Des. No. 1703013
Franklin County, Indiana
Source: SJCA Inc Field Survey & NAIP 2018
HAMBURG RD
Bull Fork Salt Creek
SP 3
SP 2
SP 1
SP 4
UNT to Bull Fork
N
W
E
S
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal
0
80
160
Feet
Investigated Area
Sample Points
Stream Line
10/22/2021
SJCA


Photo Map 1 (1:1,501)
N Hamburg Rd over Bull Fork Salt Creek
Bridge Project
Des. No. 1703013
Franklin County, Indiana
Source: SJCA Inc Field Survey & NAIP 2018
41
40
42
43
39
38
44
45
HAMBURG RD
46
SP 3
SP 2
SP 1
SP 4
Bull Fork Salt Creek
UNT to Bull Fork
6
17
7
9
8
11
10
12
16
13
14
15
N
W
E
S
National Agriculture Imagery Program (NAIP), Farm Services Agency (FSA), U. S. Department of Agriculture (USDA), UITS, Indiana Spatial Data Portal
0
80
160
Feet
Investigated Area
Sample Points
Stream Line
Photograph Locations
10/22/2021
SJCA



0 10 20 Feet

Investigated Area

Sample Points

Stream Line

Photograph Locations

10/22/2021

SJCA

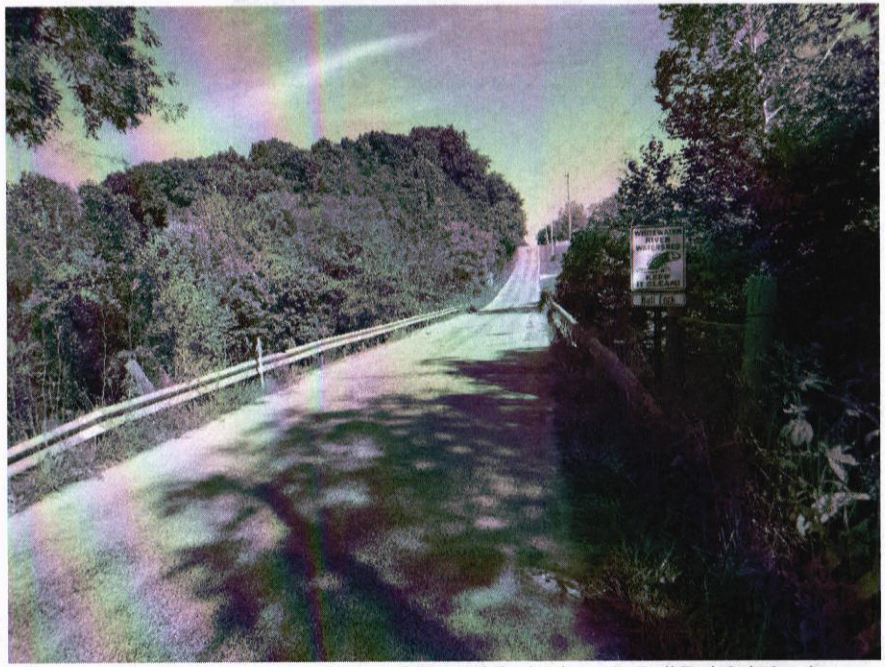


Photo 1. Facing north along N Hamburg Rd, toward the bridge over Bull Fork Salt Creek.

Photo 2. Facing northeast from N Hamburg Rd, toward the forested floodplain in the southeast quadrant of the bridge.

Photo 3. Facing south along the east side of N Hamburg Rd.

Photo 4. Facing north along the west side of N Hamburg Rd, toward the bridge.

Photo 5. Facing west from N Hamburg Rd, towards UNT to Bull Fork and along residential driveway.

Photo 6. Facing south along the west side of N Hamburg Rd, from a residential driveway.

Photo 7. Facing northeast from N Hamburg Rd, towards forested area.

Photo 8. Facing south along the east side of N Hamburg Rd, near the end of the fencing.

Photo 9. Facing north along the west side of N Hamburg Rd and electric fence, from residential driveway.

Photo 10. Facing south from residential driveway along the west side of N Hamburg Rd, toward vegetated drainage swale.

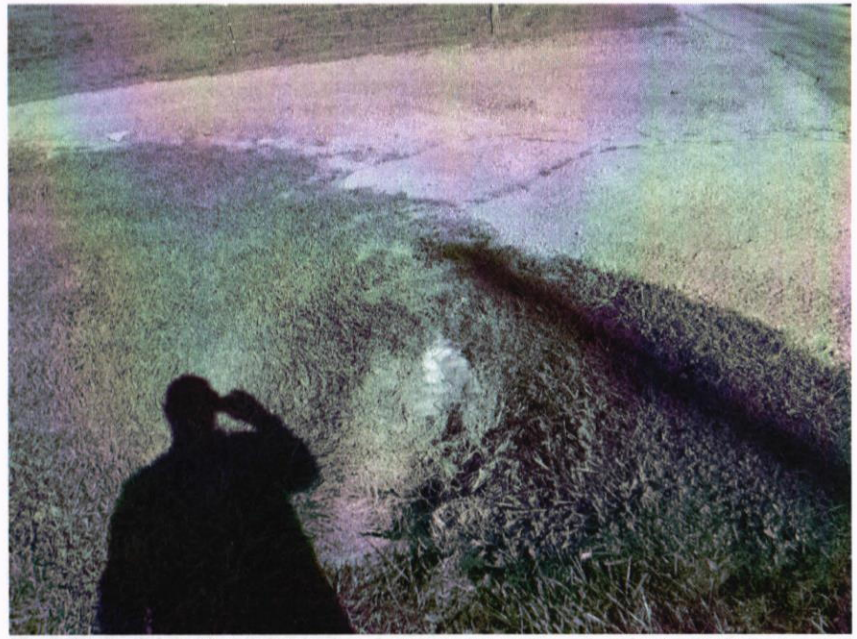


Photo 11. Facing north towards corrugated metal drainage pipe inlet (partially buried and crushed) that is buried under the private driveway.

Photo 12. Facing south along the vegetated drainage swale along the west side of N Hamburg Rd. Appears to be recently mowed. Dominated by upland grasses and weeds.

Photo 13. Facing north along the vegetated drainage swale on the west side of N Hamburg Rd, from the south end of the investigated area.

Photo 14. Facing south along the west side of N Hamburg Rd, from the end of the investigated area.

Photo 15. Facing north along the east side of N Hamburg Rd, from the south end of the investigated area.

Photo 16. Facing north along the east side of N Hamburg Rd.

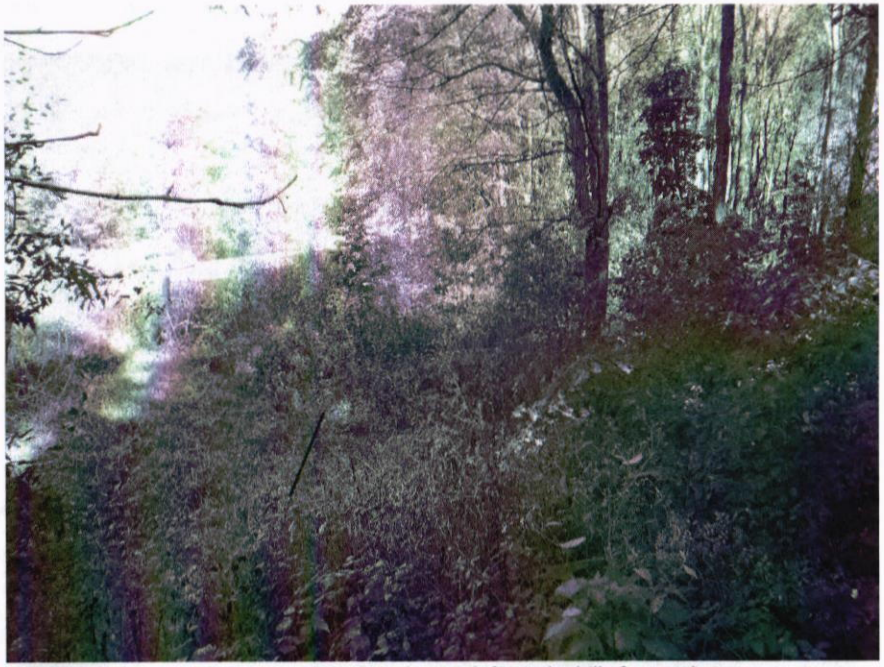


Photo 17. Facing northwest toward N Hamburg Rd, from the hilly forested area.

Photo 18. Facing north from the lawn in the southwest quadrant of the bridge.

Photo 19. Facing northwest across UNT to Bull Fork.

Photo 20. Facing southwest along UNT to Bull Fork, toward the culvert outlet under the private driveway.

Photo 21. Facing northeast along UNT to Bull Fork, towards the confluence with Bull Fork Salt Creek and the bridge.

Photo 22. Facing southeast from the peninsula between UNT to Bull Fork and Bull Fork Salt Creek, towards the south abutment of the bridge.

Photo 23. Facing northeast from the peninsula, towards the bridge over Bull Fork Salt Creek.

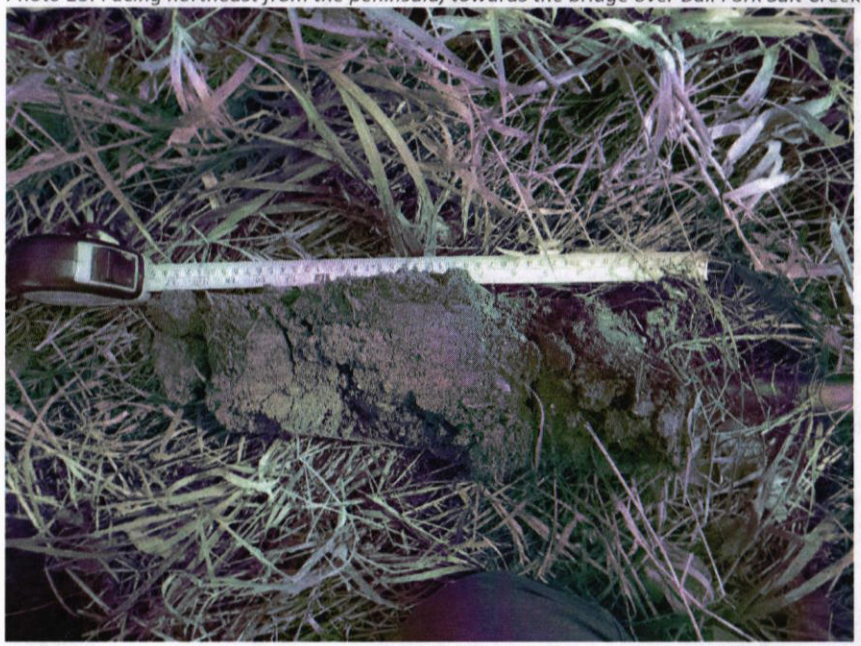


Photo 24. View of SP 1 (upland), taken north of UNT to Bull Fork along the top of bank of Bull Fork Salt Creek.

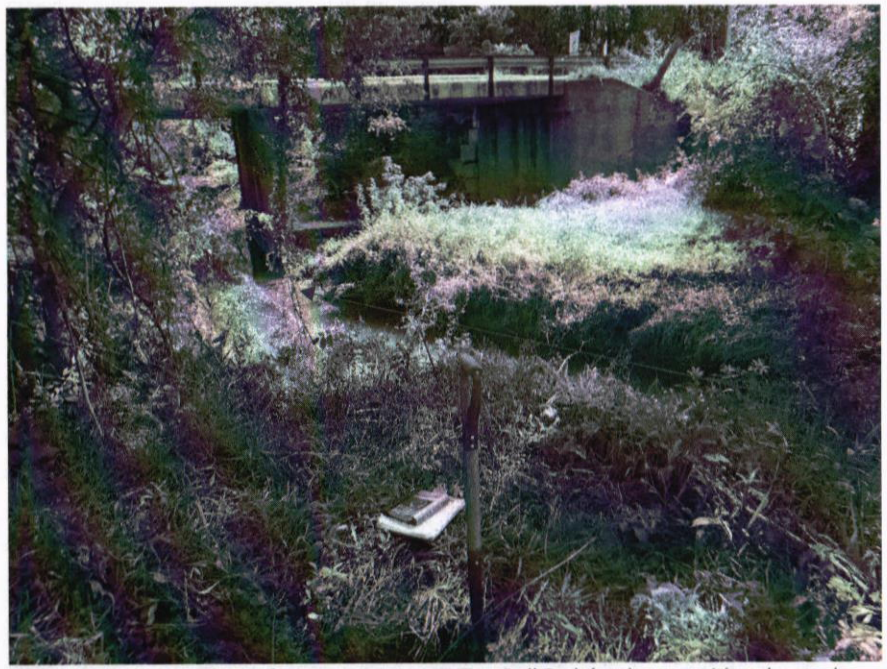


Photo 25. Facing southeast from SP 1, across UNT to Bull Fork (path soon with red arrow).

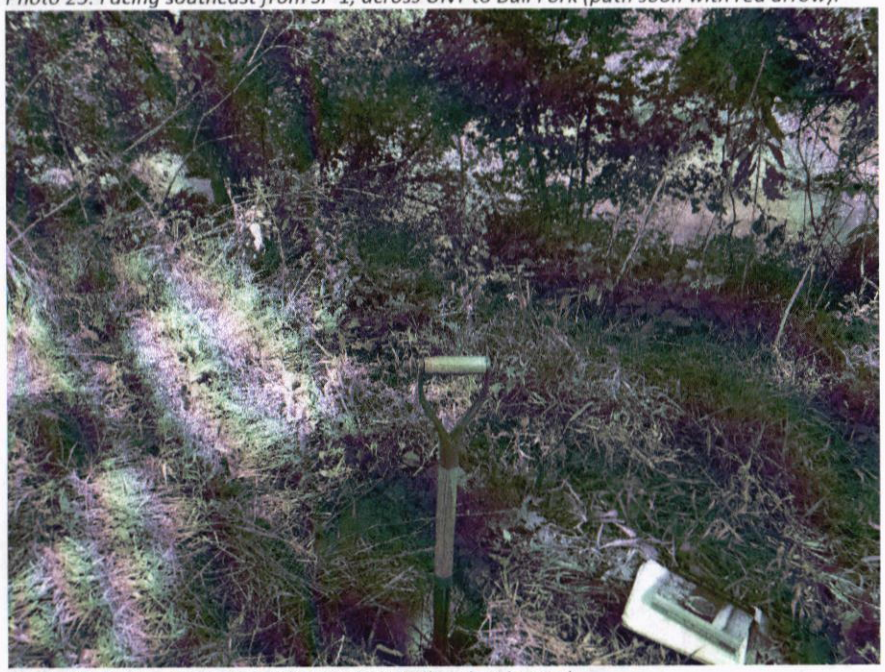


Photo 26. Facing north from SP 1, toward Bull Fork Salt Creek.

Photo 27. Facing west from SP 3.

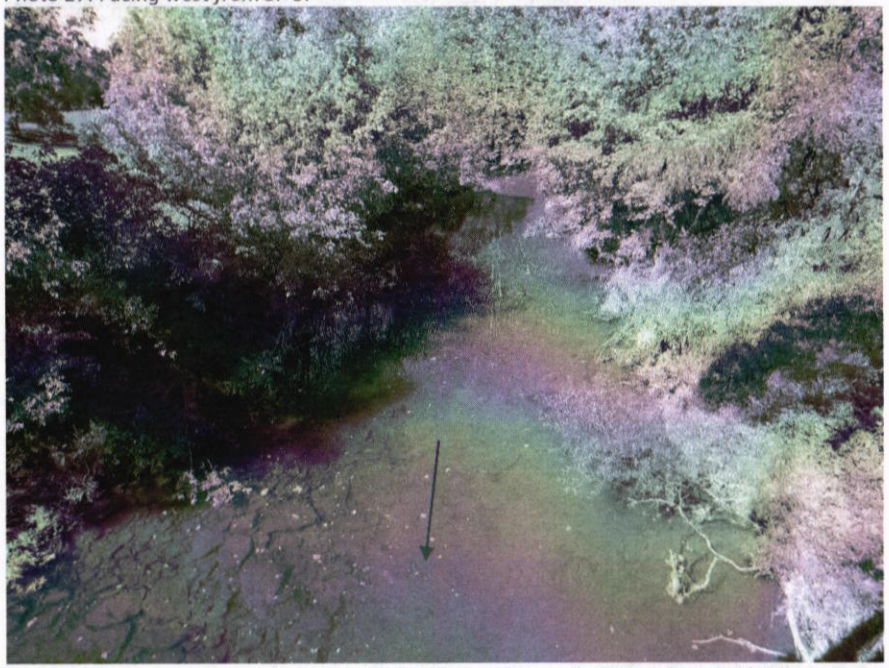


Photo 28. Facing northwest along Bull Fork Salt Creek, from the N Hamburg Rd bridge.

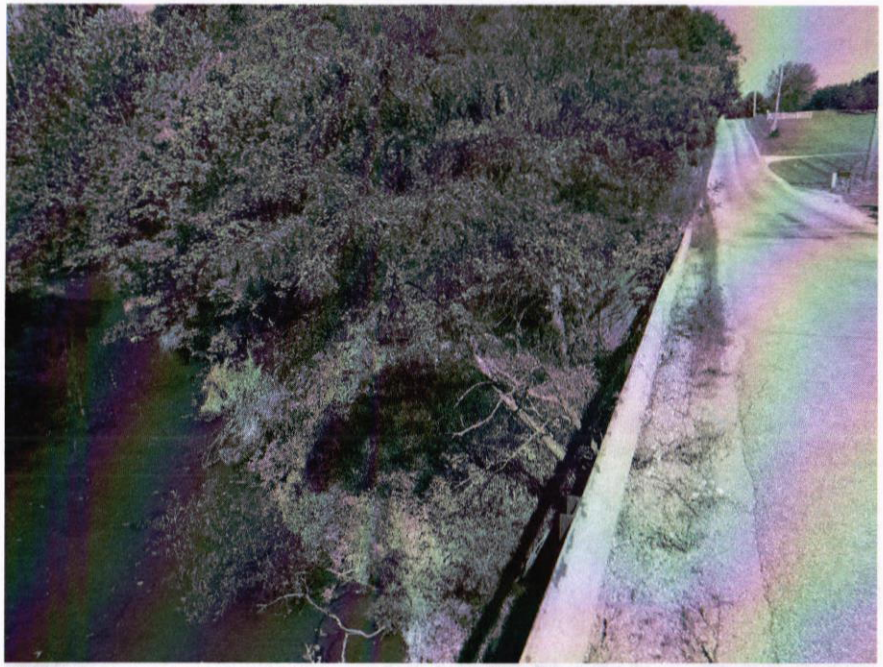


Photo 29. Facing northwest from the bridge over Bull Fork Salt Creek.

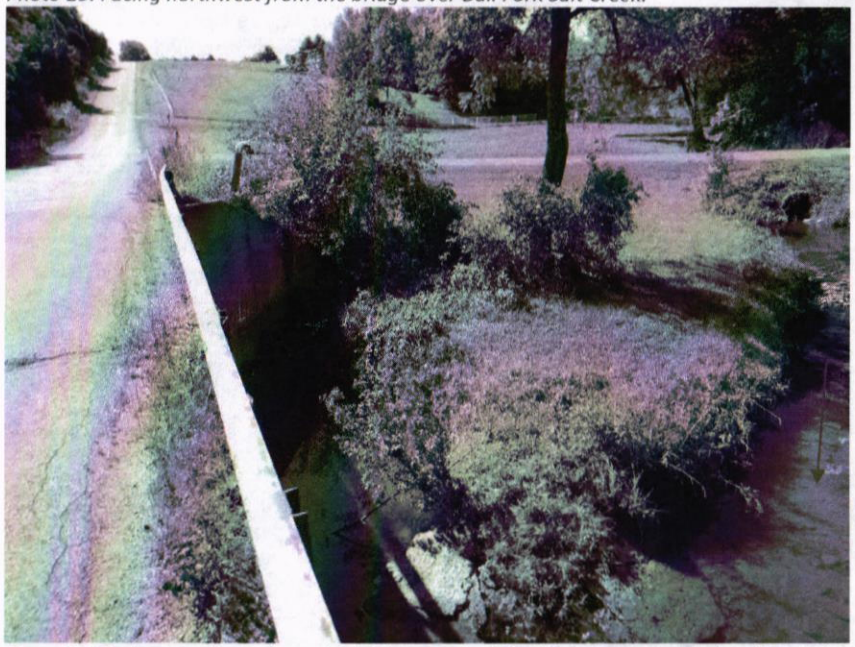


Photo 30. Facing southwest from the bridge over Bull Fork Salt Creek, towards where UNT to Bull Fork confluences with Bull Fork Salt Creek (see red arrow for UNT flow).

Photo 31. Facing southeast along Bull Fork Salt Creek, from the N Hamburg Rd bridge.

Photo 32. Facing northeast from the bridge over Bull Fork Salt Creek.

Photo 33. Facing southeast from the bridge over Bull Fork Salt Creek.

Photo 34. Facing south along N Hamburg Rd, towards the bridge over Bull Fork Salt Creek.

Photo 35. Facing north along the east side of N Hamburg Rd.

Photo 36. Facing north along the west side of N Hamburg Rd.

Photo 37. Facing south towards the vegetation and slope down to the floodplain in the northeast quadrant of the bridge, from the residential lawn.

Photo 38. Facing south from the gravel driveway, towards the lawn.

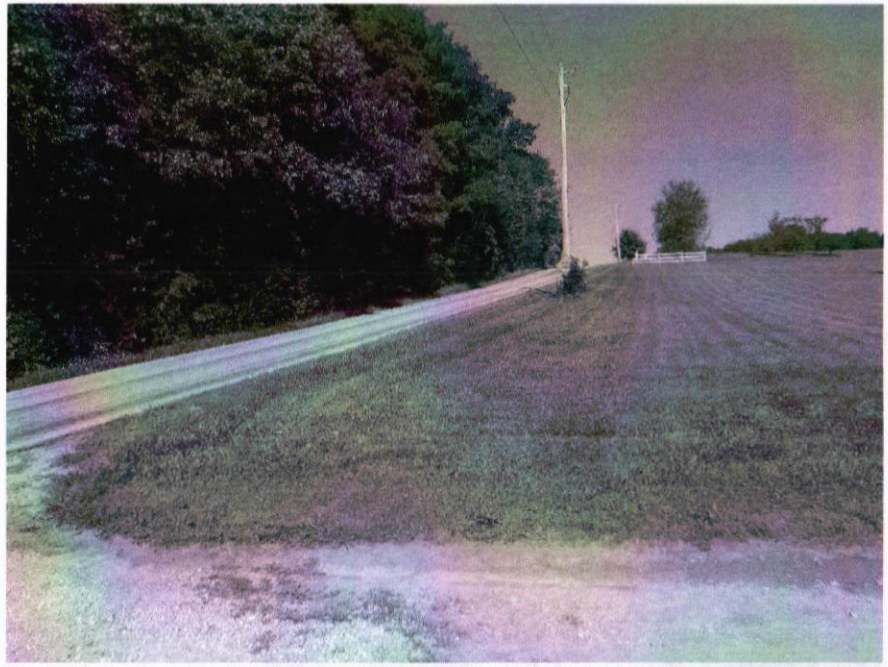


Photo 39. Facing north from the gravel driveway, towards N Hamburg Rd.

Photo 40. Facing south along the east side of N Hamburg Rd, from the north end of the investigated area.

Photo 41. Facing south along the west side of N Hamburg Rd, from the north end of the investigated area.

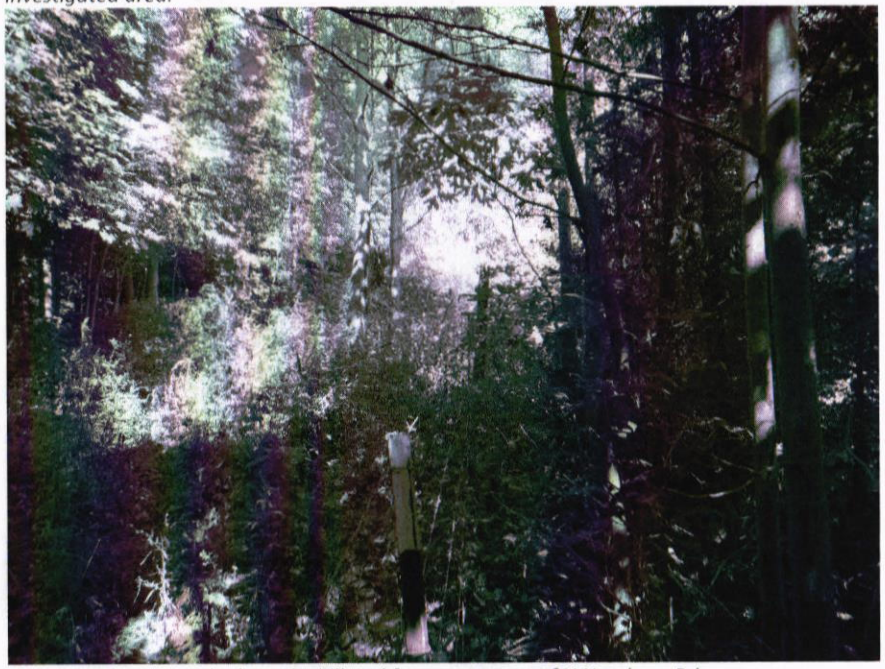


Photo 42. Facing north along the hill and fencerow, west of N Hamburg Rd.

Photo 43. Facing south along the west side of N Hamburg Rd.

Photo 44. Facing south within the forested upland, west of N Hamburg Rd.

Photo 45. Facing southeast towards N Hamburg Rd, from the forested area northwest of the bridge.

Photo 46. Facing south from the clearing in the trees, northwest of the bridge, dominated by Canada goldenrod and multiflora rose.

Photo 47. Facing southeast towards the bridge, from the floodplain on the northern banks of Bull Fork Salt Creek.

Photo 48. Facing southeast towards the N Hamburg Rd bridge over Bull Fork Salt Creek.

Photo 49. Facing southeast along Bull Fork Salt Creek, towards the bridge.

Photo 50. Facing south towards the pier on the north banks of Bull Fork Salt Creek.

Photo 51. Facing southwest towards the N Hamburg Rd bridge over Bull Fork Salt Creek.

Photo 52. Facing west along Bull Fork Salt Creek, towards the N Hamburg Rd bridge.

Photo 53. View of SP 2 (upland), taken in the northeast quadrant of the bridge.

Photo 54. Facing south from SP 2, towards Bull Fork Salt Creek.

Photo 55. Facing west from SP 2, towards the N Hamburg Rd bridge.

Photo 56. Facing north from SP 2.

Photo 57. View of SP 3 (upland), taken in the northwest quadrant of the bridge.

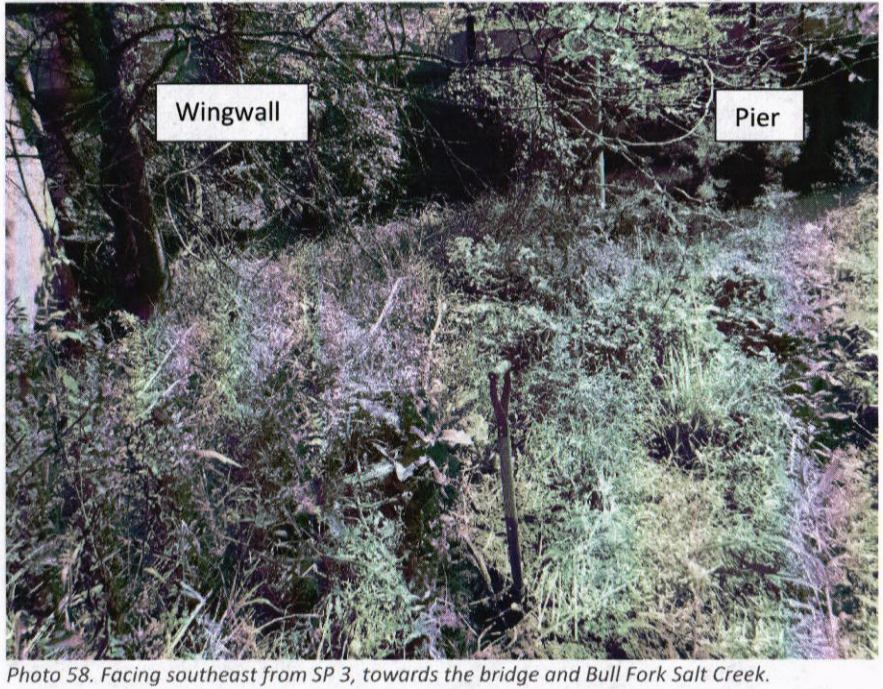


Photo 58. Facing southeast from SP 3, towards the bridge and Bull Fork Salt Creek.

Photo 59. Facing north from SP 3, with wingwall of bridge visible to the east.

Photo 60. Facing southwest from SP 3, towards Bull Fork Salt Creek.

Photo 61. Facing northwest towards N Hamburg Rd bridge over Bull Fork Salt Creek.

Photo 62. View of SP 4 (upland), taken in the southeast quadrant of the bridge.

Photo 63. Facing north from SP 4, towards Bull Fork Salt Creek.

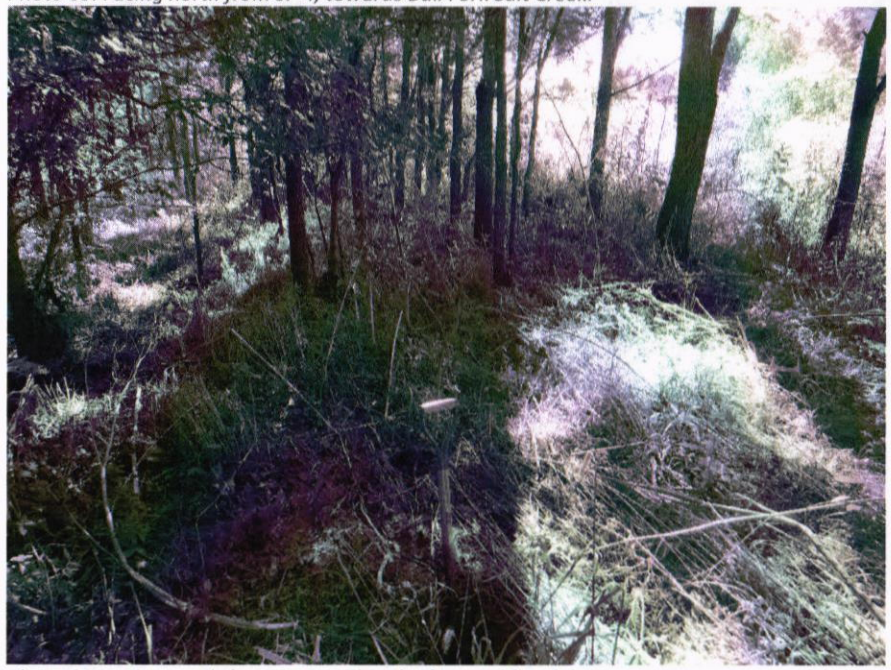


Photo 64. Facing south from SP 4, within the forested floodplain.

Photo 65. Facing west from SP 4, towards N Hamburg Rd.

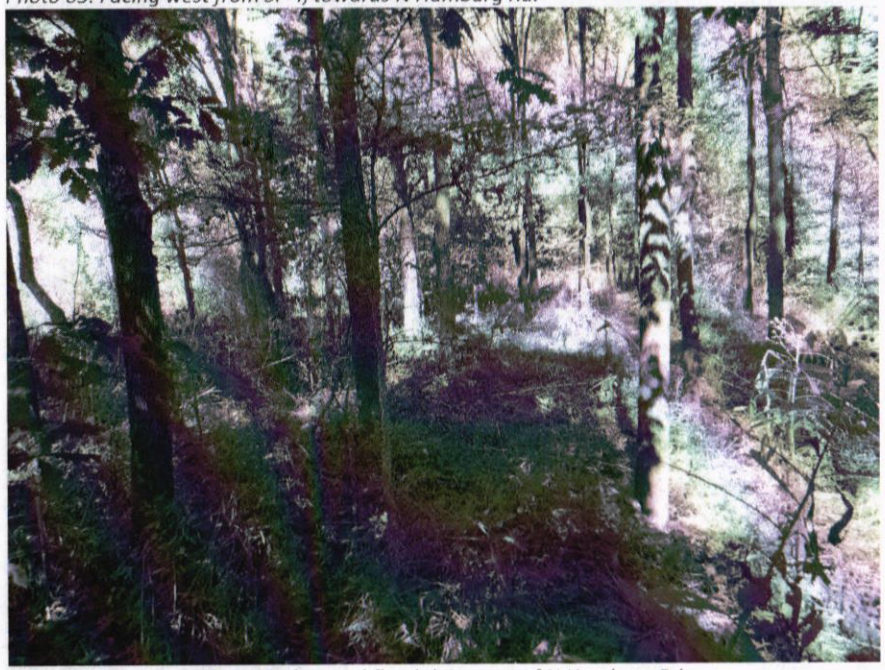


Photo 66. Facing south within forested floodplain, east of N Hamburg Rd.

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: N Hamburg Rd over Bull Fork, Des. 1703013 City/County: Franklin County Sampling Date: 10/01/2021

Applicant/Owner: USI State: IN Sampling Point: SP 1

Investigator(s): Kevin McLane, Jeegar Panchal Section, Township, Range: Sec 14, TWP 11 N, RNG 11 E

Landform (hillslope, terrace, etc.): Top of bank Local relief (concave, convex, none): None

Slope (%): 0-2% Lat: 39.398683° Long: -85.268697° Datum: WGS 84

Soil Map Unit Name: Wn - Wirt loam, occasionally flooded NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☑ No ☐ (If no, explain in Remarks.)

Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ☑ No ☐

Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☑	No ☐	
Hydric Soil Present?	Yes ☐	No ☑	**Is the Sampled Area within a Wetland?** Yes ☐ No ☑
Wetland Hydrology Present?	Yes ☐	No ☑	

Remarks:

Point was taken in the southwest quadrant of the bridge, but west of the confluence of UNT to Bull Fork and Bull Fork Salt Creek.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 feet)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Acer negundo*	10	Y	FAC
2.			
3.			
4.			
5.			
	10	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15 feet)			
1. *Juglans nigra*	2	Y	FACU
2. *Morus alba*	2	Y	FAC
3.			
4.			
5.			
	4	= Total Cover	
Herb Stratum (Plot size: 5 feet)			
1. *Phalaris arundinacea*	60	Y	FACW
2. *Festuca arundinacea*	30	Y	FACU
3. *Calystegia sepium*	5		FAC
4. *Parthenocissus quinquefolia*	5		FACU
5. *Heliopsis helianthoides*	5		FACU
6.			
7.			
8.			
9.			
10.			
	105	= Total Cover	
Woody Vine Stratum (Plot size: 30 feet)			
1.			
2.			
	0	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 60 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	0
FACW species	60	x 2 =	120
FAC species	17	x 3 =	51
FACU species	42	x 4 =	168
UPL species		x 5 =	0
Column Totals:	119 (A)		339 (B)

Prevalence Index = B/A = 2.8

Hydrophytic Vegetation Indicators:

- ☐ 1 - Rapid Test for Hydrophytic Vegetation
- ☑ 2 - Dominance Test is >50%
- ☑ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ☑ No ☐

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: 1

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-10	10 YR 3/2	100					SiCL	
10-17	10 YR 4/1	30	5 YR 5/8	15	C	M	SiCL	
	10 YR 4/2	55						

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron-Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☑

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required: check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☐ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☑ Depth (inches): _____

Water Table Present? Yes ☐ No ☑ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ☐ No ☑ Depth (inches): _____

Wetland Hydrology Present? Yes ☐ No ☑

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: N Hamburg Rd over Bull Fork, Des. 1703013 City/County: Franklin County Sampling Date: 10/01/2021

Applicant/Owner: USI State: IN Sampling Point: SP 2

Investigator(s): Kevin McLane, Jeegar Panchal Section, Township, Range: Sec 14, TWP 11 N, RNG 11 E

Landform (hillslope, terrace, etc.): Top of bank Local relief (concave, convex, none): None

Slope (%): 0-2% Lat: 39.398743° Long: -85.268383° Datum: WGS 84

Soil Map Unit Name: Wn - Wirt loam, occasionally flooded NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes [✔] No [ ] (If no, explain in Remarks.)

Are Vegetation [ ], Soil [ ], or Hydrology [ ] significantly disturbed? Are "Normal Circumstances" present? Yes [✔] No [ ]

Are Vegetation [ ], Soil [ ], or Hydrology [ ] naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes [ ]	No [✔]	**Is the Sampled Area within a Wetland?** Yes [ ] No [✔]
Hydric Soil Present?	Yes [ ]	No [✔]	
Wetland Hydrology Present?	Yes [✔]	No [ ]	

Remarks:

Point was taken in the northeast quadrant of the bridge, along the floodplain.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 feet)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Gleditsia triacanthos*	35	Y	FACU
2. *Platanus occidentalis*	30	Y	FACW
3. *Acer negundo*	10		FAC
4. *Juglans nigra*	5		FACU
5.			
	80	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15 feet)			
1.			
2.			
3.			
4.			
5.			
	0	= Total Cover	
Herb Stratum (Plot size: 5 feet)			
1. *Solidago canadensis*	25	Y	FACU
2. *Dichanthelium clandestinum*	20	Y	FACW
3. *Ageratina altissima*	15		FACU
4. *Rosa multiflora*	10		FACU
5. *Glechoma hederacea*	10		FACU
6.			
7.			
8.			
9.			
10.			
	80	= Total Cover	
Woody Vine Stratum (Plot size: 30 feet)			
1. *Vitis aestivalis*	5	Y	FACU
2.			
	5	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 5 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 40 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	0
FACW species	50	x 2 =	100
FAC species	10	x 3 =	30
FACU species	105	x 4 =	420
UPL species		x 5 =	0
Column Totals:	165 (A)		550 (B)

Prevalence Index = B/A = 3.3

Hydrophytic Vegetation Indicators:

- [ ] 1 - Rapid Test for Hydrophytic Vegetation
- [ ] 2 - Dominance Test is >50%
- [ ] 3 - Prevalence Index is ≤3.0[1]
- [ ] 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- [ ] Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes [ ] No [✔]

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: 2

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-20	10 YR 4/3	100					Sand	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron-Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☑

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☑ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☐ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☑ Depth (inches): _____

Water Table Present? Yes ☐ No ☑ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ☐ No ☑ Depth (inches): _____

Wetland Hydrology Present? Yes ☑ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: N Hamburg Rd over Bull Fork, Des. 1703013 City/County: Franklin County Sampling Date: 10/01/2021

Applicant/Owner: USI State: IN Sampling Point: SP 3

Investigator(s): Kevin McLane, Jeegar Panchal Section, Township, Range: Sec 14, TWP 11 N, RNG 11 E

Landform (hillslope, terrace, etc.): Top of bank Local relief (concave, convex, none): None

Slope (%): 0-2% Lat: 39.398807° Long: -85.268612° Datum: WGS 84

Soil Map Unit Name: Wn - Wirt loam, occasionally flooded NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✔ No ☐ (If no, explain in Remarks.)

Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ✔ No ☐

Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☐	No ✔	
Hydric Soil Present?	Yes ☐	No ✔	**Is the Sampled Area within a Wetland?** Yes ☐ No ✔
Wetland Hydrology Present?	Yes ✔	No ☐	

Remarks:
Point was taken in the northwest quadrant of the bridge.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 feet)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Gleditsia triacanthos*	20	Y	FACU
2. *Acer negundo*	15	Y	FAC
3.			
4.			
5.			
	35	= Total Cover	
Sapling/Shrub Stratum (Plot size: 15 feet)			
1.			
2.			
3.			
4.			
5.			
	0	= Total Cover	
Herb Stratum (Plot size: 5 feet)			
1. *Phalaris arundinacea*	50	Y	FACW
2. *Glechoma hederacea*	40	Y	FACU
3. *Solidago canadensis*	15		FACU
4. *Vernonia gigantea*	10		FAC
5. *Dichanthelium clandestinum*	10		FACW
6. *Ageratina altissima*	5		FACU
7. *Persicaria longiseta*	5		NI
8. *Rudbeckia laciniata*	2		FACW
9.			
10.			
	137	= Total Cover	
Woody Vine Stratum (Plot size: 30 feet)			
1.			
2.			
	0	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 50 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	0
FACW species	62	x 2 =	124
FAC species	25	x 3 =	75
FACU species	80	x 4 =	320
UPL species		x 5 =	0
Column Totals:	167 (A)		519 (B)

Prevalence Index = B/A = 3.1

Hydrophytic Vegetation Indicators:

- ☐ 1 - Rapid Test for Hydrophytic Vegetation
- ☐ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ☐ No ✔

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: 3

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-15	10 YR 3/3	100					Loam	
15-20	10 YR 4/4	100					Sandy Loam	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron-Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☑

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☑ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☑ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☑ Depth (inches): _____

Water Table Present? Yes ☐ No ☑ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ☐ No ☑ Depth (inches): _____

Wetland Hydrology Present? Yes ☑ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

WETLAND DETERMINATION DATA FORM – Midwest Region

Project/Site: N Hamburg Rd over Bull Fork, Des. 1703013 City/County: Franklin County Sampling Date: 10/01/2021

Applicant/Owner: USI State: IN Sampling Point: SP 4

Investigator(s): Kevin McLane, Jeegar Panchal Section, Township, Range: Sec 14, TWP 11 N, RNG 11 E

Landform (hillslope, terrace, etc.): Top of bank Local relief (concave, convex, none): None

Slope (%): 0-2% Lat: 39.398572° Long: -85.268402° Datum: WGS 84

Soil Map Unit Name: Wn - Wirt loam, occasionally flooded NWI classification: N/A

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☑ No ☐ (If no, explain in Remarks.)

Are Vegetation ☐, Soil ☐, or Hydrology ☐ significantly disturbed? Are "Normal Circumstances" present? Yes ☑ No ☐

Are Vegetation ☐, Soil ☐, or Hydrology ☐ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ☐	No ☑	
Hydric Soil Present?	Yes ☐	No ☑	Is the Sampled Area within a Wetland? Yes ☐ No ☑
Wetland Hydrology Present?	Yes ☑	No ☐	

Remarks:
Point was taken in the southeast quadrant of the bridge.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: 30 feet)	Absolute % Cover	Dominant Species?	Indicator Status
1. *Juglans nigra*	45	Y	FACU
2. *Gleditsia triacanthos*	40	Y	FACU
3. *Acer negundo*	5		FAC
4. *Quercus macrocarpa*	5		FAC
5.			
	95	= Total Cover	

Sapling/Shrub Stratum (Plot size: 15 feet)			
1.			
2.			
3.			
4.			
5.			
	0	= Total Cover	

Herb Stratum (Plot size: 5 feet)			
1. *Elymus canadensis*	50	Y	FACU
2. *Glechoma hederacea*	25	Y	FACU
3. *Amphicarpaea bracteata*	20		FAC
4. *Solidago canadensis*	15		FACU
5. *Ageratina altissima*	10		FACU
6. *Symphyotrichum drummondii*	5		NI
7. *Acer negundo*	2		FAC
8.			
9.			
10.			
	127	= Total Cover	

Woody Vine Stratum (Plot size: 30 feet)			
1.			
2.			
	0	= Total Cover	

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species		x 1 =	0
FACW species		x 2 =	0
FAC species	32	x 3 =	96
FACU species	185	x 4 =	740
UPL species		x 5 =	0
Column Totals:	217 (A)		836 (B)

Prevalence Index = B/A = 3.8

Hydrophytic Vegetation Indicators:

- ☐ 1 - Rapid Test for Hydrophytic Vegetation
- ☐ 2 - Dominance Test is >50%
- ☐ 3 - Prevalence Index is ≤3.0[1]
- ☐ 4 - Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)
- ☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ☐ No ☑

Remarks: (Include photo numbers here or on a separate sheet.)

SOIL

Sampling Point: 4

Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)

Depth (inches)	Matrix Color (moist)	%	Redox Features Color (moist)	%	Type[1]	Loc[2]	Texture	Remarks
0-4	10 YR 4/4	100					Sand	
4-16	10 YR 3/3	100					SiCL	

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, MS=Masked Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

Hydric Soil Indicators:

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5)
- ☐ 2 cm Muck (A10)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ 5 cm Mucky Peat or Peat (S3)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)

Indicators for Problematic Hydric Soils[3]:

- ☐ Coast Prairie Redox (A16)
- ☐ Dark Surface (S7)
- ☐ Iron-Manganese Masses (F12)
- ☐ Very Shallow Dark Surface (TF12)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

Restrictive Layer (if observed):

Type: _____

Depth (inches): _____

Hydric Soil Present? Yes ☐ No ☑

Remarks:

HYDROLOGY

Wetland Hydrology Indicators:

Primary Indicators (minimum of one is required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1)
- ☐ Sediment Deposits (B2)
- ☑ Drift Deposits (B3)
- ☐ Algal Mat or Crust (B4)
- ☐ Iron Deposits (B5)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Sparsely Vegetated Concave Surface (B8)
- ☐ Water-Stained Leaves (B9)
- ☐ Aquatic Fauna (B13)
- ☐ True Aquatic Plants (B14)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres on Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Gauge or Well Data (D9)
- ☐ Other (Explain in Remarks)

Secondary Indicators (minimum of two required)

- ☐ Surface Soil Cracks (B6)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Stunted or Stressed Plants (D1)
- ☑ Geomorphic Position (D2)
- ☐ FAC-Neutral Test (D5)

Field Observations:

Surface Water Present? Yes ☐ No ☑ Depth (inches): _____

Water Table Present? Yes ☐ No ☑ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ☐ No ☑ Depth (inches): _____

Wetland Hydrology Present? Yes ☑ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Appendix 2 - PRELIMINARY JURISDICTIONAL DETERMINATION (PJD) FORM

BACKGROUND INFORMATION

A. REPORT COMPLETION DATE FOR PJD: 10/27/21

B. NAME AND ADDRESS OF PERSON REQUESTING PJD: Kevin McLane SJCA, Inc., 9102 N Meridian St., #200 Indianapolis, IN 46260, kmclane@sjcainc.com

C. DISTRICT OFFICE, FILE NAME, AND NUMBER:

D. PROJECT LOCATION(S) AND BACKGROUND INFORMATION:

The Franklin County Board of Commissioners, with federal funding, intends to proceed with a bridge project (Des. 1703013) in Franklin County, Indiana. The project is located on N Hamburg Rd, 2.9 miles south of Stipps Hill Rd. This section of N Hamburg Rd consists of two 9.75-foot lanes with no shoulders and is classified as a Rural Major Collector. The existing structure, (NBI: 2400017) which carries N Hamburg Rd over Bull Fork Salt Creek, is a three-span concrete box beam bridge with a 100-foot length and 19.5-foot width. The proposed project will replace the existing structure with a three-span prestressed concrete I-beam bridge on new concrete piers and abutments. The new bridge will be approximately 170.75 feet in length, 28 feet in width, and will provide two 10-foot lanes with 4-foot shoulders. This project will require riprap on end bent sloping walls and in the roadside drainage ditches. The approach roadway on each side of the structure will be widened to accommodate two 10-foot lanes with 4-foot shoulders and corrected to meet current design criteria. Full-depth pavement and new guardrail will be installed.

(USE THE TABLE BELOW TO DOCUMENT MULTIPLE AQUATIC RESOURCES AND/OR AQUATIC RESOURCES AT DIFFERENT SITES)

State: IN County/parish/borough: Franklin City: N/A

Center coordinates of site (lat/long in degree decimal format):

Lat.: 39.398689° Long.: -85.268532°

Universal Transverse Mercator: 16 N

Name of nearest waterbody: Bull Fork Salt Creek

E. REVIEW PERFORMED FOR SITE EVALUATION (CHECK ALL THAT APPLY):

☐ Office (Desk) Determination. Date:

☐ Field Determination. Date(s):

TABLE OF AQUATIC RESOURCES IN REVIEW AREA WHICH "MAY BE" SUBJECT TO REGULATORY JURISDICTION.

Site number	Latitude (decimal degrees)	Longitude (decimal degrees)	Estimated amount of aquatic resource in review area (acreage and linear feet, if applicable)	Type of aquatic resource (i.e., wetland vs. non-wetland waters)	Geographic authority to which the aquatic resource "may be" subject (i.e., Section 404 or Section 10/404)
Bull Fork Salt Creek	39.398689°	-85.268532°	177 linear ft	non-wetland waters, perennial stream	Section 404
UNT to Bull Fork Salt Creek	39.398633°	-85.268712°	66 linear ft	non-wetland waters, intermittent stream	Section 404

1) The Corps of Engineers believes that there may be jurisdictional aquatic resources in the review area, and the requestor of this PJD is hereby advised of his or her option to request and obtain an approved JD (AJD) for that review area based on an informed decision after having discussed the various types of JDs and their characteristics and circumstances when they may be appropriate.

2) In any circumstance where a permit applicant obtains an individual permit, or a Nationwide General Permit (NWP) or other general permit verification requiring "pre-construction notification" (PCN), or requests verification for a non-reporting NWP or other general permit, and the permit applicant has not requested an AJD for the activity, the permit applicant is hereby made aware that: (1) the permit applicant has elected to seek a permit authorization based on a PJD, which does not make an official determination of jurisdictional aquatic resources; (2) the applicant has the option to request an AJD before accepting the terms and conditions of the permit authorization, and that basing a permit authorization on an AJD could possibly result in less compensatory mitigation being required or different special conditions; (3) the applicant has the right to request an individual permit rather than accepting the terms and conditions of the NWP or other general permit authorization; (4) the applicant can accept a permit authorization and thereby agree to comply with all the terms and conditions of that permit, including whatever mitigation requirements the Corps has determined to be necessary; (5) undertaking any activity in reliance upon the subject permit authorization without requesting an AJD constitutes the applicant's acceptance of the use of the PJD; (6) accepting a permit authorization (e.g., signing a proffered individual permit) or undertaking any activity in reliance on any form of Corps permit authorization based on a PJD constitutes agreement that all aquatic resources in the review area affected in any way by that activity will be treated as jurisdictional, and waives any challenge to such jurisdiction in any administrative or judicial compliance or enforcement action, or in any administrative appeal or in any Federal court; and (7) whether the applicant elects to use either an AJD or a PJD, the JD will be processed as soon as practicable. Further, an AJD, a proffered individual permit (and all terms and conditions contained therein), or individual permit denial can be administratively appealed pursuant to 33 C.F.R. Part 331. If, during an administrative appeal, it becomes appropriate to make an official determination whether geographic jurisdiction exists over aquatic resources in the review area, or to provide an official delineation of jurisdictional aquatic resources in the review area, the Corps will provide an AJD to accomplish that result, as soon as is practicable. This PJD finds that there *"may be"* waters of the U.S. and/or that there *"may be"* navigable waters of the U.S. on the subject review area, and identifies all aquatic features in the review area that could be affected by the proposed activity, based on the following information:

SUPPORTING DATA. Data reviewed for PJD (check all that apply)

Checked items should be included in subject file. Appropriately reference sources below where indicated for all checked items:

- [x] Maps, plans, plots or plat submitted by or on behalf of the PJD requestor:
  Map: see maps attached to Waters Report.
- [x] Data sheets prepared/submitted by or on behalf of the PJD requestor.
  - [ ] Office concurs with data sheets/delineation report.
  - [ ] Office does not concur with data sheets/delineation report. Rationale: _____.
- [ ] Data sheets prepared by the Corps: _____.
- [ ] Corps navigable waters' study: _____.
- [ ] U.S. Geological Survey Hydrologic Atlas: _____.
  - [x] USGS NHD data.
  - [ ] USGS 8 and 12 digit HUC maps.
- [x] U.S. Geological Survey map(s). Cite scale & quad name: 24k, Clarksburg Quadrangle.
- [x] Natural Resources Conservation Service Soil Survey. Citation: Franklin County Soil Survey.
- [x] National wetlands inventory map(s). Cite name: USFWS NWI Wetland Mapper.
- [ ] State/local wetland inventory map(s): _____
- [x] FEMA/FIRM maps: FIRM and IDNR Floodplain Data.
- [ ] 100-year Floodplain Elevation is: _____.(National Geodetic Vertical Datum of 1929)
- [x] Photographs: [ ] Aerial (Name & Date): _____.
  or [x] Other (Name & Date): Site Photographs 10/1/21.
- [ ] Previous determination(s). File no. and date of response letter: _____.
- [ ] Other information (please specify): _____.

IMPORTANT NOTE: The information recorded on this form has not necessarily been verified by the Corps and should not be relied upon for later jurisdictional determinations.

_____	10/27/21
Signature and date of Regulatory staff member completing PJD	Signature and date of person requesting PJD (REQUIRED, unless obtaining the signature is impracticable)[1]

[1] Districts may establish timeframes for requestor to return signed PJD forms. If the requestor does not respond within the established time frame, the district may presume concurrence and no additional follow up is necessary prior to finalizing an action.

Indiana Floodplain Information Portal Report

Point of Interest

Approximate Address:
7021 N Hamburg Rd
OLDENBURG, IN 47036
Effective Flood Zone:
A
Preliminary Flood Zone:
N/A
Best Available Flood Zone:

Approximate Flood Elevation:
847.2ft NAVD88
Source:
Zone A Model Delineation
Nearest Stream:
BULL FORK

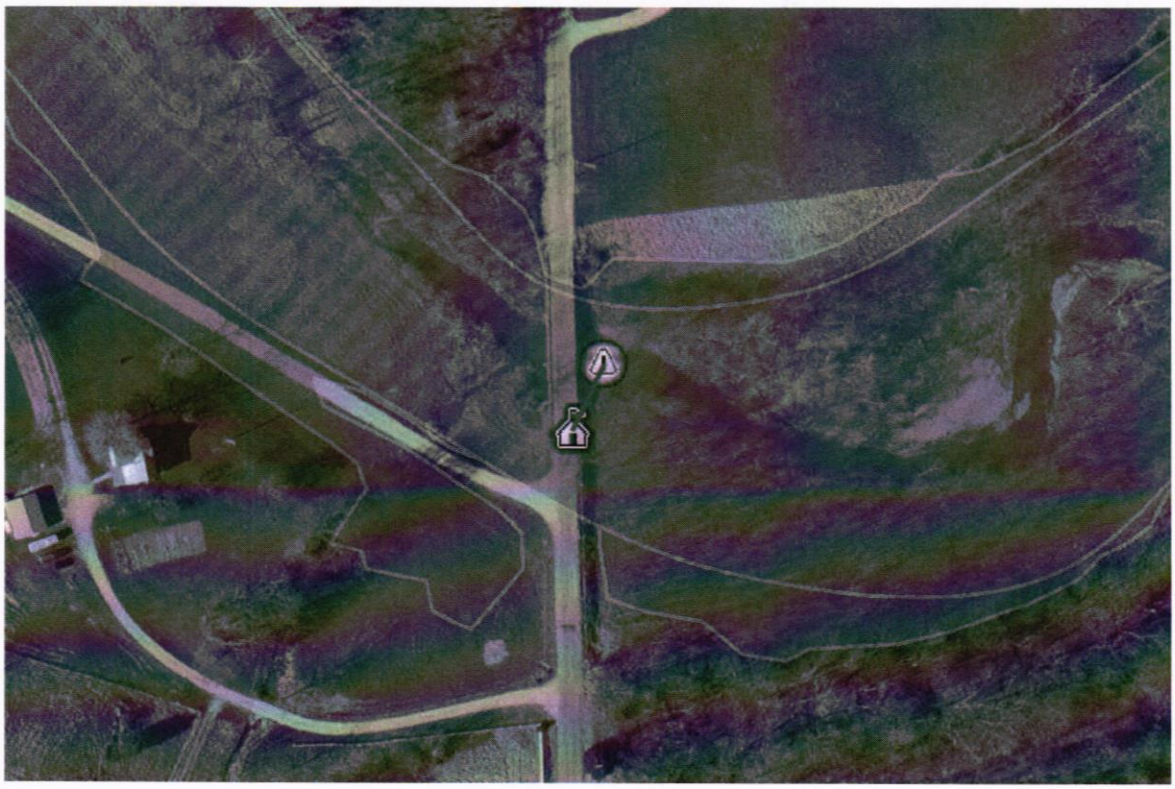
Map Legend

Point of Interest
Nearest Point on Stream

Best Available Flood Zone

- FEMA Zone AE Floodway
- DNR Detailed Floodway
- DNR Approximate Floodway
- FEMA Zone A
- FEMA Zone AE
- DNR Detailed Fringe
- DNR Approximate Fringe
- Additional Floodplain Area
- FEMA Protected by Levee
- FEMA Floodplain - Ponding (Depth)
- FEMA Floodplain - Sheet Flow (Depth)

Site Map with Best Available Flood Zone



Approximate scale 1:2,400

Disclaimer

Generated on Thursday June 10th 2021 at 04:28:42pm

The data shown on this map represents FEMA floodplain data enhanced with additional studies that have been reviewed and approved by the Division of Water. While this data has not yet been submitted to FEMA for inclusion in the Flood Insurance Rate

APPENDIX G:
PUBLIC INVOLVEMENT

8415 E. 56th St. • Suite A
Indianapolis, IN 46216

SAMPLE NOTICE OF
ENTRY/SURVEY LETTER

January 21, 2020

RE: Bridge Replacement
Franklin County Bridge #31
North Hamburg Road over Bull Fork

TO: [redacted]

Dear Property Owner:

Our firm was recently selected by the Franklin County Board of Commissioners to complete a route survey for the above referenced project. We would like to inform you, through this letter, that field crews will be in your area, to conduct survey work as part of this project.

Our information shows that you own or occupy property near this proposed project. It may be necessary for the survey crews to come onto your property to complete this work, which is allowed by law by Indiana Code IC 25-21.5-9-7 and IC 25-21.5-9-8. After work is completed, any equipment will be removed from your property and the land restored to its previous condition. The survey crews will show you their identification, if you request, before coming onto your property. If you have sold this property, or someone else occupies it, please let us know the name and address of the new owner or current occupant so we can contact them about this survey. The survey work will include mapping the location of features such as buildings, trees, fences, driveways, and obtaining ground elevations. This work is necessary for the proper planning and design of this project.

At this stage, we generally do not know what effect, if any, our project may eventually have on your property. If we determine later that your property is involved, we will contact you with additional information.

Please be assured of our sincere desire to cause you as little inconvenience as possible during this survey. If any problems do occur, please contact our office at 317-544-4996, or you can email or write to me at the address below. Thank you, in advance, for your cooperation.

Sincerely,
USI Consultants, Inc.

Mark A. Schepers, PLS
Land Surveying Services Manager
Email: mschepers@usiconsultants.com

September 14, 2021

[redacted]

Notice of Entry for Survey/Investigation

Re: Bridge Replacement, Franklin County Bridge #31, Des. No. 1703013, North Hamburg Road over Bull Fork, located 2.9 miles south of Stipps Hill Road, Franklin County, Indiana

Greetings Current Resident or Property Owner,

Our information indicates that you own property near or within the proposed limits of the above proposed transportation project. We have been contracted by the Franklin County Board of Commissioners and the designer, USI Consultants, to perform environmental and archaeological survey work for this proposed project. Our employees will be doing survey of the project area in the near future. It may be necessary for them to come onto your property to complete this work. This is allowed by Indiana Code 8-23-7-26. They will show their identification, if you are available, before coming onto your property. If you have sold this property, or if it is occupied by someone else, please contact us at the name and number below with the name and address of the new owner or current occupant so we can contact them.

At this stage, we generally do not know what effect, if any, this project may eventually have on your property. If, at a later time, it is determined that your property is involved, you will be contacted with additional information.

The environmental survey will entail mapping features within the project area, taking pictures of the project area, inspecting drainage structures, documenting water resources (streams, wetlands, ditches, etc.), and possibly digging a handful of shovel probes. Any shovel probes will be approximately 12-30 inches in diameter, 16-20 inches deep, and consist of the removal of the sod cap. After analyzing the soil profile, the soil will be returned to the pit and the sod cap placed back on top (as described below).

The archaeological survey could entail pedestrian survey and/or the excavation of shovel probes, depending on the ground cover and visibility of the surface. Pedestrian survey, which usually occurs in agricultural fields, will consist of visually inspecting the ground at approximately 30-foot intervals. The purpose is to see if there are any artifacts present on the ground surface. If artifacts (i.e., projectile points, chert flakes, nails, pieces of glass, ceramic fragments, etc.) are found, then they will be collected and taken to the laboratory for analysis. A shovel probe will be excavated at the location of where the artifacts were found.

If the surface visibility is non-existent, this method is primarily utilized in yards and fallow fields, then shovel probes will be excavated at 50-foot intervals in a linear transect in the proposed right-of-way or

slightly outside of it. The shovel probes will be approximately 30 inches in diameter and will consist of the removal of the sod cap, which will be set aside, and then excavation of the dirt until subsoil is encountered. The depth of the shovel probe will be approximately 12 inches. The dirt will be screened through 0.25-inch hardware mesh with the purpose of collecting any artifacts that would suggest human occupation/utilization of the area. If artifacts are encountered, they will be collected and taken to the laboratory for analysis. Once excavation of the shovel probe has been completed, it will be filled in and the sod cap will be placed on top of the shovel probe.

A report presenting the results of the study will be submitted to INDOT and the Indiana Department of Natural Resources (IDNR) Division of Historic Preservation and Archaeology, the state authorities responsible for Section 106 of the National Historic Preservation Act of 1966 compliance. Once the report has been accepted by these authorities and no further detailed analysis is requested, the artifacts will be returned to the landowner.

These surveys are required for the proper planning and design of the transportation project. Please be assured of our sincere desire to cause you as little inconvenience as possible during these surveys. If you have any questions or concerns regarding the project or our visit to the site, please don't hesitate to contact me at lrogers@sjcainc.com. The project designer, Brett Crutchfield, can be reached at a bcrutchfield@usiconsultants.com and at 317.544.4996.

Thank you in advance for your assistance.

Sincerely,
Laura Rogers
Environmental Scientist
317-566-0629
lrogers@sjcainc.com
SJCA Inc.

APPENDIX H:
AIR QUALITY

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Indiana Department of Transportation	40449 / 1701243	Init.	SR 1	HMA Overlay, Preventive Maintenance	US 52 to 0.27 miles N of US 52	Seymour	.02	NHPP		Road Construction	CN	$323,032.80	$80,758.20		$403,791.00			
Performance Measure Impacted: Pavement Condition																		
Brookville	40882 / 1702969	Init.	ST 1023	Bike/Pedestrian Facilities	Sidewalk improvements along Fairfield Avenue, SR 101 and Oxford Pike	Seymour	1	STBG		Local Funds	CN	$0.00	$54,960.00			$54,960.00		
										Local Transportation Alternatives	CN	$219,840.00	$0.00			$219,840.00		
Performance Measure Impacted: Reliability and Freight Reliability																		
Brookville	40882 / 1702969	A 07	ST 1023	Bike/Pedestrian Facilities	Sidewalk improvements along Fairfield Avenue, SR 101 and Oxford Pike	Seymour	1	STBG	$495,613.00	Local Funds	RW	$0.00	$17,651.00	$17,651.00				
										Local Transportation Alternatives	RW	$70,602.00	$0.00	$70,602.00				
Performance Measure Impacted: Reliability and Freight Reliability																		
Comments:RW Phase for $88,253 FY 2020. No MPO.																		
Brookville	40882 / 1702969	M 09	ST 1023	Bike/Pedestrian Facilities	Sidewalk improvements along Fairfield Avenue, SR 101 and Oxford Pike	Seymour	1	STBG	$495,613.00	Local Funds	RW	$0.00	$0.00	($17,651.00)	$17,651.00			
										Local Transportation Alternatives	RW	$0.00	$0.00	($70,602.00)	$70,602.00			
Performance Measure Impacted: Reliability and Freight Reliability																		
Comments:Moving RW funds from FY 2020 to FY 2021 in the amount of $88,253. No MPO																		
Franklin County	40892 / 1703013	Init.	IR 1024	Bridge Replacement	Replacement of Bridge #31 North Hamburg Road over Bull Fork Salt Creek	Seymour	.2	STBG	$1,134,000.00	Local Funds	PE	$0.00	$50,711.60			$50,711.60		
										Local Bridge Program	PE	$202,846.40	$0.00			$202,846.40		
Performance Measure Impacted: Bridge Condition																		
Comments:Adding PE Funding to FY 2022. No MPO																		
Franklin County	40892 / 1703013	A 07	IR 1024	Bridge Replacement	Replacement of Bridge #31 North Hamburg Road over Bull Fork Salt Creek	Seymour	.2	STBG	$1,134,000.00	Local Funds	RW	$0.00	$8,000.00		$8,000.00			
										Local Funds	CN	$0.00	$180,800.00			$180,800.00		
										Local Bridge Program	RW	$32,000.00	$0.00		$32,000.00			
										Local Bridge Program	CN	$723,200.00	$0.00			$723,200.00		
Performance Measure Impacted: Bridge Condition																		
Comments:CN Phase for $904,000 FY 2022. RW Phase for $40,000 for FY 2021. No MPO																		
Franklin County	40892 / 1703013	M 04	IR 1024	Bridge Replacement	Replacement of Bridge #31 North Hamburg Road over Bull Fork Salt Creek	Seymour	.2	STBG	$1,200,000.00	Local Funds	PE	$0.00	$0.00	$50,711.60		($50,711.60)		

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

Indiana Department of Transportation (INDOT)

State Preservation and Local Initiated Projects FY 2020 - 2024

SPONSOR	CONTRACT # / LEAD DES	STIP NAME	ROUTE	WORK TYPE	LOCATION	DISTRICT	MILES	FEDERAL CATEGORY	Total Cost of Project*	PROGRAM	PHASE	FEDERAL	MATCH	2020	2021	2022	2023	2024
Franklin County	40892 / 1703013	M 04	IR 1024	Bridge Replacement	Replacement of Bridge #31 North Hamburg Road over Bull Fork Salt Creek	Seymour	.2	STBG	$1,200,000.00	Local Bridge Program	PE	$0.00	$0.00	$202,846.40		($202,846.40)		
Performance Measure Impacted: Bridge Condition																		
Comments:Moving PE Funds from FY 2022 to FY 2020 in the amount of $253,558. No MPO																		
Indiana Department of Transportation	40941 / 1801067	Init.	SR 252	HMA Overlay, Preventive Maintenance	0.42 miles E of US 52 (Bridge over Whitewater River) to District line	Seymour	10.757	STBG		Road Construction	CN	$1,555,590.40	$388,897.60		$1,944,488.00			
Performance Measure Impacted: Pavement Condition																		
Indiana Department of Transportation	40978 / 1800896	Init.	I 74	Bridge Deck Overlay	Enochsburg Road, 04.40 miles W of SR 229 over I-74	Seymour	0	NHPP		Bridge Construction	CN	$554,105.70	$61,567.30		$615,673.00			
Performance Measure Impacted: Bridge Condition																		
Indiana Department of Transportation	41464 / 1801012	Init.	SR 252	Small Structure Replacement	10.68 mi E of US 52	Seymour	0	STBG		Bridge Construction	CN	$667,891.20	$166,972.80				$834,864.00	
										Bridge ROW	RW	$16,000.00	$4,000.00		$20,000.00			
Performance Measure Impacted: Bridge Condition																		
Indiana Department of Transportation	41517 / 1800202	Init.	SR 46	Intersection Improvement, Roundabout	Intersection of Huntersville Rd in Batesville	Seymour	0	STBG		Safety Construction	CN	$1,840,184.00	$460,046.00				$2,300,230.00	
										Safety ROW	RW	$16,000.00	$4,000.00		$20,000.00			
Performance Measure Impacted: Safety																		
Indiana Department of Transportation	41521 / 1800280	Init.	US 52	Bridge Replacement, Concrete	2.40 mi W of SR 1, at Little Cedar Creek	Seymour	0	NHPP		Bridge Construction	CN	$1,342,000.80	$335,500.20				$1,677,501.00	
										Bridge ROW	RW	$40,000.00	$10,000.00		$50,000.00			
Indiana Department of Transportation	41522 / 1800085	Init.	US 52	Slide Correction	0.6 miles West of SR1/SR101	Seymour	.667	STBG		Road Construction	CN	$3,120,808.80	$780,202.20				$3,901,011.00	
										Road Consulting	PE	$120,000.00	$30,000.00	$150,000.00				
										Road ROW	RW	$240,000.00	$60,000.00		$300,000.00			
Performance Measure Impacted: Safety																		
Indiana Department of Transportation	41868 / 1900003	Init.	US 52	Intersect. Improv. W/ Added Turn Lanes	Intersection of US 52 and Holland Rd, 3.1 miles E of SR 252	Seymour	.26	STBG		District Other Construction	CN	$460,000.00	$115,000.00			$575,000.00		
										District Other ROW	RW	$20,000.00	$5,000.00		$25,000.00			
Performance Measure Impacted: Safety																		
Indiana Department of Transportation	41868 / 1900690	A 01	US 52	HMA Overlay, Preventive Maintenance	0.7 miles E of SR 252 (Blue Creek Rd) to E Jct of SR 1	Seymour	4.51	STBG	$1,911,928.00	District Other ROW	RW	$20,000.00	$5,000.00		$25,000.00			

*Estimated Costs left to Complete Project column is for costs that may extend beyond the four years of a STIP. This column is not fiscally constrained and is for information purposes.

APPENDIX I:
ADDITIONAL STUDIES

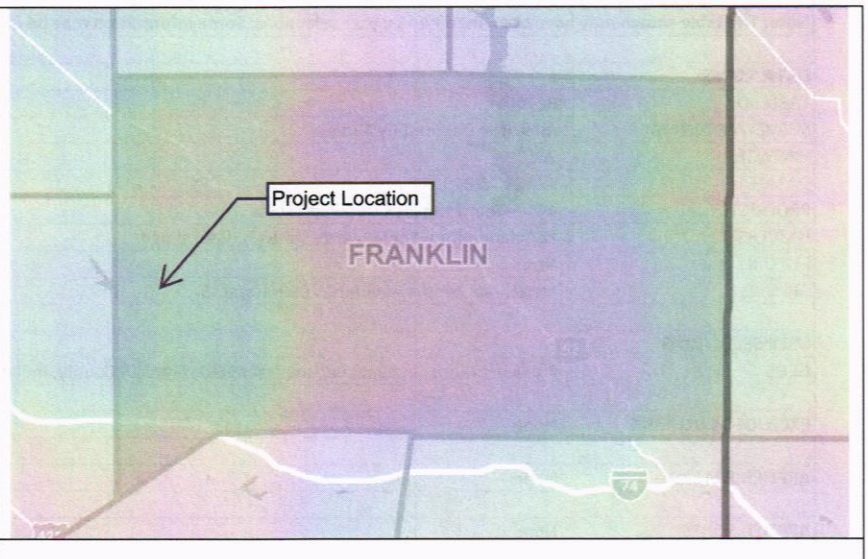
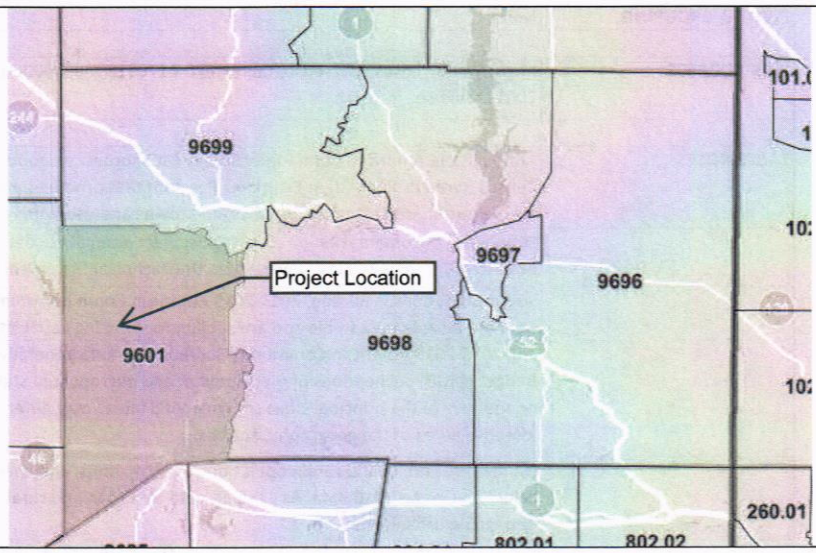
Land and Water Conservation Fund (LWCF) County Property List for Indiana (Last Updated July 2020)

ProjectNumber	SubProjectCode	County	Property
1800031	1800031	Franklin	Franklin County Park
1800176	1800176	Franklin	Whitewater Canal State Historic Site
1800225	1800225	Franklin	Fairfield Marina, Brookville Lake
1800324	1800324	Franklin	Mounds State Recreation Area
1800331	1800331	Franklin	Batesville Community Park
1800363	1800363B	Franklin	Brookville Reservoir

*Park names may have changed. If acquisition of publically owned land or impacts to publically owned land is anticipated, coordination with IDNR, Division of Outdoor Recreation, should occur.

Environmental Justice Analysis

Franklin County Bridge, N. Hamburg Road over Bull Fork Salt Creek
Des. No. 1703013

Community of Comparison (COC): Franklin County	
Affected Community (AC): Census Tract 9601	

Environmental Justice Analysis United States Census Bureau (https://data.census.gov/cedsci/) Accessed December 29, 2021

POVERTY STATUS IN THE PAST 12 MONTHS BY SEX BY AGE

United States Census Bureau

Note: The table shown may have been modified by user selections. Some information may be missing.

DATA NOTES	
TABLE ID:	B17001
SURVEY/PROGRAM:	American Community Survey
VINTAGE:	2019
DATASET:	ACSDT5Y2019
PRODUCT:	ACS 5-Year Estimates Detailed Tables
UNIVERSE:	Population for whom poverty status is determined
FTP URL:	None
API URL:	https://api.census.gov/data/2019/acs/acs5
USER SELECTIONS	
GEOS	Franklin County, Indiana; Census Tract 9601, Franklin County, Indiana
EXCLUDED COLUMNS	None
APPLIED FILTERS	None
APPLIED SORTS	None
PIVOT & GROUPING	None
WEB ADDRESS	https://data.census.gov/cedsci/table?text=B17001&g=0500000US18047_1400000US18047960100&tid=ACSDT5Y2019.B17001&tp=false
TABLE NOTES	Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.
	Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.
	Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates
	Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from
	The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.
	Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.
	Explanation of Symbols: * An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate. * An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself. * An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution. * An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution. * An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate. * An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate. * An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small. * An "(X)" means that the estimate is not applicable or not available.
COLUMN NOTES	None

Table: ACSDT5Y2019.B17001

	Franklin County, Indiana		Census Tract 9601, Franklin County, Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total:	22,687	±37	4,850	±187
Income in the past 12 months below poverty level:	2,055	±444	373	±193
Male:	866	±242	170	±117
Under 5 years	94	±61	0	±12
5 years	34	±37	8	±14
6 to 11 years	130	±94	60	±71
12 to 14 years	30	±29	14	±20
15 years	6	±10	0	±12
16 and 17 years	39	±38	24	±35
18 to 24 years	36	±23	0	±12
25 to 34 years	53	±41	8	±13
35 to 44 years	117	±74	34	±47
45 to 54 years	73	±43	13	±12
55 to 64 years	85	±54	0	±12
65 to 74 years	64	±47	0	±12
75 years and over	105	±85	9	±14
Female:	1,189	±253	203	±123
Under 5 years	95	±88	0	±12
5 years	29	±26	13	±21
6 to 11 years	107	±62	10	±14
12 to 14 years	48	±42	0	±12
15 years	5	±8	0	±12
16 and 17 years	32	±32	6	±10
18 to 24 years	116	±64	19	±29
25 to 34 years	136	±79	35	±38
35 to 44 years	70	±39	0	±12
45 to 54 years	159	±65	38	±24
55 to 64 years	128	±59	0	±12
65 to 74 years	73	±52	37	±41
75 years and over	191	±106	45	±67
Income in the past 12 months at or above poverty level:	20,632	±446	4,477	±252
Male:	10,335	±245	2,271	±151
Under 5 years	532	±61	161	±75
5 years	161	±98	45	±43
6 to 11 years	752	±155	160	±68
12 to 14 years	382	±102	75	±45
15 years	150	±57	24	±24
16 and 17 years	328	±67	61	±35
18 to 24 years	895	±45	169	±50
25 to 34 years	1,086	±52	236	±67
35 to 44 years	1,210	±61	320	±75
45 to 54 years	1,561	±68	309	±75
55 to 64 years	1,644	±80	391	±76
65 to 74 years	1,098	±47	195	±49
75 years and over	536	±89	125	±51
Female:	10,297	±277	2,206	±198
Under 5 years	589	±28	147	±39
5 years	125	±68	33	±28
6 to 11 years	822	±197	245	±138
12 to 14 years	514	±166	82	±47
15 years	110	±49	13	±17
16 and 17 years	320	±58	85	±49
18 to 24 years	742	±49	144	±57
25 to 34 years	1,042	±159	163	±56
35 to 44 years	1,244	±39	192	±56
45 to 54 years	1,381	±65	312	±62
55 to 64 years	1,547	±86	291	±63
65 to 74 years	1,074	±60	271	±69
75 years and over	787	±110	228	±64

HISPANIC OR LATINO ORIGIN BY RACE

United States Census Bureau

Note: The table shown may have been modified by user selections. Some information may be missing.

DATA NOTES	
TABLE ID:	B03002
SURVEY/PROGRAM:	American Community Survey
VINTAGE:	2019
DATASET:	ACSDT5Y2019
PRODUCT:	ACS 5-Year Estimates Detailed Tables
UNIVERSE:	Total population
FTP URL:	None
API URL:	https://api.census.gov/data/2019/acs/acs5
USER SELECTIONS	
GEOS	Census Tract 9601, Franklin County, Indiana; Franklin County, Indiana
EXCLUDED COLUMNS	None
APPLIED FILTERS	None
APPLIED SORTS	None
PIVOT & GROUPING	None
WEB ADDRESS	https://data.census.gov/cedsci/table?text=B03002&g=0500000US18047_1400000US18047960100&tid=ACSDT5Y2019.B0
TABLE NOTES	Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities, and towns and estimates of housing units for states and counties.
	Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Technical Documentation section.
	Source: U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates
	Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see ACS Technical Documentation). The effect of nonsampling error is not represented in these tables.
	The 2015-2019 American Community Survey (ACS) data generally reflect the September 2018 Office of Management and Budget (OMB) delineations of metropolitan and micropolitan statistical areas. In certain instances, the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB delineation lists due to differences in the effective dates of the geographic entities.
	Estimates of urban and rural populations, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.
	Explanation of Symbols: * An "**" entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate. * An "-" entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution, or the margin of error associated with a median was larger than the median itself. * An "-" following a median estimate means the median falls in the lowest interval of an open-ended distribution. * An "+" following a median estimate means the median falls in the upper interval of an open-ended distribution. * An "***" entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate. * An "*****" entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate. * An "N" entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small. * An "(X)" means that the estimate is not applicable or not available.
COLUMN NOTES	None

Table: ACSDT5Y2019.B03002

	Franklin County, Indiana		Census Tract 9601, Franklin County, Indiana	
Label	**Estimate**	**Margin of Error**	**Estimate**	**Margin of Error**
Total:	22,774	*****	4,850	±187
Not Hispanic or Latino:	22,591	±115	4,814	±182
White alone	22,053	±22	4,634	±215
Black or African American alone	33	±40	0	±12
American Indian and Alaska Native alone	0	±22	0	±12
Asian alone	205	±153	37	±61
Native Hawaiian and Other Pacific Islander alone	0	±22	0	±12
Some other race alone	0	±22	0	±12
Two or more races:	300	±162	143	±141
Two races including Some other race	0	±22	0	±12
Two races excluding Some other race, and three or more races	300	±162	143	±141
Hispanic or Latino:	183	±115	36	±45
White alone	146	±103	30	±42
Black or African American alone	0	±22	0	±12
American Indian and Alaska Native alone	6	±10	6	±10
Asian alone	0	±22	0	±12
Native Hawaiian and Other Pacific Islander alone	0	±22	0	±12
Some other race alone	31	±52	0	±12
Two or more races:	0	±22	0	±12
Two races including Some other race	0	±22	0	±12
Two races excluding Some other race, and three or more races	0	±22	0	±12

Figure 1: Analysis of Census Tract 9601, Franklin County, Indiana

Low Income	COC	AC
	Franklin County, Indiana	Census Tract 9601, Franklin County, Indiana
Population for whom poverty status is determined: Total	22,687	4,850
Population for whom poverty status is determined: Income in past 12 months below poverty level	2,055	373
Percent Low-Income	9.06%	7.69%
125 Percent of COC	11.32%	AC<125% COC
Potential Low-Income EJ Impact		**NO**

Minority	COC	AC
	Franklin County, Indiana	Census Tract 9601, Franklin County, Indiana
Total:	22,774	4,850
Not Hispanic or Latino:	22,591	4,814
White alone	22,053	4,634
Black or African American alone	33	0
American Indian and Alaska Native alone	0	0
Asian alone	205	37
Native Hawaiian and Other Pacific Islander alone	0	0
Some other race alone	0	0
Two or more races:	300	143
Two races including Some other race	0	0
Two races excluding Some other race, and three or more races	300	143
Hispanic or Latino:	183	36
White alone	146	30
Black or African American alone	0	0
American Indian and Alaska Native alone	6	6
Asian alone	0	0
Native Hawaiian and Other Pacific Islander alone	0	0
Some other race alone	31	0
Two or more races:	0	0
Two races including Some other race	0	0
Two races excluding Some other race, and three or more races	0	0
Number Non-white/minority	721	216
Percent Non-white/minority	3.17%	4.45%
125 Percent of COC	3.96%	AC>125% COC
Potential Minority EJ Impact		**YES**

Laura Rogers

From: Fair, Terri <TFair@indot.IN.gov>
Sent: Thursday, February 17, 2022 2:41 PM
To: Laura Rogers
Cc: Bales, Ronald; Dye, David
Subject: FW: Environmental Justice Analysis Franklin Co Local bridge N Hamburg 1703013
Attachments: Franklin Bridge EJ Recert 1703013 2.16.22.pdf

INDOT-Environmental Services Division (ESD) has reviewed the project information along with the Environmental Justice (EJ) Analysis for the above referenced project. With the information provided, the project may require minimal right-of-way, require no relocations, and would not disrupt community cohesion or create a physical barrier. With the information provided, INDOT-ESD would not consider the impacts associated with this project as causing a disproportionately high and adverse effect on minority and/or low-income populations of EJ concern relative to non EJ populations in accordance with the provisions of Executive Order 12898 and FHWA Order 6640.23a. No further EJ Analysis is required.

Bridge Inspection Report

24-00031
N HAMBURG RD
over
BULL FORK SALT CREEK

Inspection Date: 10/28/2021

Inspected By: Robert M. Coop

Inspection Type(s): Routine

POSTED 15 TONS AND NARROW BRIDGE AT APPROACHES. BEAM SPALLS WITH EXPOSED STIRRUPS IN NEARLY EVERY BEAM AND ONE STRAND EXPOSED IN BEAM C3. EDGE BEAMS HAVE SPALLS WITH EXPOSED STEEL IN COPING NEAR PIERS FROM IMPACT DAMAGE. DENSE VEGETATION AROUND AND UNDER BRIDGE. SCOUR OBSERVED AT SOUTH PIER AND SOUTH ABUTMENT WITH BOTH FOUNDATIONS EXPOSED. SCOUR ALSO IN SPAN B AND CONTINUES UP AND DOWNSTREAM. CHANNEL IMPACTS SUBSTRUCTURE ELEMENTS AT A BAD ANGLE. BLOCK WINGWALL HAS FAILED AT SOUTHEAST CORNER. BRIDGE AND APPROACH RAIL DO NOT MEET CURRENT CRASH TESTED STANDARDS. NORTHEAST CORNER ABUTMENT IS BROKEN. MOVEMENT OF EAST BOX BEAM WITH GAP. ASPHALT HAS BEEN PATCHED TO FILL IN THE GAP, BUT HOLES ARE OPENING UP IN WEARING SURFACE. PIERS 2 AND 3 HAVE A VERTICAL CRACK THROUGH CENTER. SPALL WITH EXPOSED STEEL IN SOUTHWEST CORNER OF SOUTH ABUTMENT.

RECOMMEND REPLACING BRIDGE IN 2022 DUE TO ADVANCED DETERIORATION. UNTIL REPLACEMENT, PROTECT SOUTH ABUTMENT AND PIER 2 FOUNDATION WITH CLASS 1 RIPRAP AND FILL SCOUR HOLES.

IDENTIFICATION

(1) STATE CODE:	185 - Indiana
(8) STRUCTURE:	2400017
(5 A-B-C-D-E) INV. ROUTE:	1 - 4 - 1 - 00000 - 0
(2) HIGHWAY AGENCY DISTRICT:	05 - Seymour
(3) COUNTY CODE:	024 - FRANKLIN
(4) PLACE CODE:	00000 - N/A
(6) FEATURES INTERSECTED:	BULL FORK SALT CREEK
(7) FACILITY CARRIED:	N HAMBURG RD
(9) LOCATION:	02.9 S OF STIPPS HILL RD
(11) MILEPOINT:	0000.000

(12) BASE HIGHWAY NETWORK:	0
(13A) INVENTORY ROUTE:	
(13B) SUBROUTE NUMBER:	
(16) LATITUDE:	39.39866
(17) LONGITUDE:	-85.26850
(98) BORDER	
A) STATE NAME:	
B) PERCENT	%
(99) BORDER BRIDGE STRUCT. NO:	

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE, MAIN:	
A) KIND OF MATERIAL/DESIGN:	5 - Prestressed concrete
B) TYPE OF DESIGN/CONSTR:	05 - Box Beam or Girders - Multiple
(44) STRUCTURE TYPE, APPROACH SPANS:	
A) KIND OF MATERIAL/DESIGN:	0 - Other
B) TYPE OF DESIGN/CONSTR:	00 - Other

(45) NUMBER OF SPANS IN MAIN UNIT:	003
(46) NUMBER OF APPROACH SPANS:	0000
(107) DECK STRUCTURE TYPE:	1 - Concrete Cast-in-Place
(108) WEARING SURFACE/PROT SYS:	
A) WEARING SURFACE:	6 - Bituminous
B) DECK MEMBRANE:	0 - None
C) DECK PROTECTION:	0 - None

AGE OF SERVICE

(27) YEAR BUILT:	1975
(106) YEAR RECONSTRUCTED:	0000
(42) TYPE OF SERVICE:	
A) ON BRIDGE:	1 - Highway
B) UNDER BRIDGE:	5 - Waterway

(28) LANES:	
A) ON BRIDGE:	02
B) UNDER BRIDGE:	00
(29) AVERAGE DAILY TRAFFIC:	000350
(30) YEAR OF AVERAGE DAILY TRAFFIC:	2021
(109) AVERAGE DAILY TRUCK TRAFFIC:	05 %
(19) BYPASS DETOUR LENGTH:	003 MI

GEOMETRIC DATA

(48) LENGTH OF MAX SPAN:	00040.0	FT
(49) STRUCTURE LENGTH:	00102.6	FT
(50) CURB/SIDEWALK WIDTHS:		
A) LEFT	00.0	FT
B) RIGHT:	00.0	FT
(51) BRDG RDWY WIDTH CURB-TO-CURB:	019.6	FT
(52) DECK WIDTH, OUT-TO-OUT:	020.2	FT
(32) APPROACH ROADWAY	015.0	FT
(33) BRIDGE MEDIAN:	0 - No median	
(34) SKEW:	00	DEG

(35) STRUCTURE FLARED:	0 - No flare	
(10) INV RTE, MIN VERT CLEARANCE:	99.99	FT
(47) TOT HORIZ CLEARANCE:	019.6	FT
(53) VERT CLEAR OVER BR RDWY:	99.99	FT
(54) MIN VERTICAL UNDERCLEARANCE:		
A) REFERENCE FEATURE:	N	
B) MIN VERT UNDERCLEAR:	0	FT
(55) LATERAL UNDERCLEARANCE RIGHT:		
A) REFERENCE FEATURE:	N	
B) MIN LATERAL UNDERCLEAR:	000.0	FT
(56) MIN LATERAL UNDERCLEAR ON LEFT:	000.0	FT

INSPECTIONS

(90) INSPECTION DATE:	10/28/2021
(92) CRITICAL FEATURE INSPECTION:	
A) FRACTURE CRITICAL REQUIRED/FREQUENCY:	N
B) UNDERWATER INSPECTION REQUIRED/FREQUENCY:	N
C) OTHER SPECIAL INSPECTION REQUIRED/FREQUENCY:	N

(91) DESIGNATED INSPECTION FREQUENCY:	12 MONTHS
(93) CRITICAL FEATURE INSPECTION DATE:	
A) FRACTURE CRITICAL DATE:	
B) UNDERWATER INSP DATE:	
C) OTHER SPECIAL INSP DATE:	

CONDITION

(58) DECK:	4 - Poor Condition (advanced deterioration)
(58.01) WEARING SURFACE:	4 - Poor Condition
(59) SUPERSTRUCTURE:	4 - Poor Condition (advanced deterioration)

(60) SUBSTRUCTURE:	4 - Poor Condition (advanced deterioration)
(61) CHANNEL/CHANNEL PROTECTION:	4 - Protect. severely undermined. sev. damage
(62) CULVERTS:	N - Not Applicable

CONDITION COMMENTS

(58) DECK: 4 - Poor Condition (advanced deterioration)

Comments:
POOR-SEEPAGE-LEACHING-DAMAGE-DETERIORATION
Material: 5-17"x48" PRECAST CONCRETE BOX BEAMS

(58.01) WEARING SURFACE: 4 - Poor Condition

Comments:
POOR-HOLES THRU JOINTS
Material: 3" CHIP & SEAL

(59) SUPERSTRUCTURE: 4 - Poor Condition (advanced deterioration)

Comments:
POOR-SPALLS-EXPOSED RUSTED REBAR-STRAND EXPOSED
Material: 5-17"x48" PRESTRESSED CONCRETE BOX BEAMS

(60) SUBSTRUCTURE: 4 - Poor Condition (advanced deterioration)

Comments:
POOR-CRACKED-FOOTINGS EXPOSED-SE WINGWALL FAILED
Material: CONCRETE ABUTMENTS & WALL PIERS

(61) CHANNEL/CHANNEL PROTECTION 4 - Protect. severely undermined. sev. damage

Comments:
POOR-FOOTINGS EXPOSED BUT ON BEDROCK-EXTENSIVE SCOUR
Material: NATURAL

(62) CULVERTS: N - Not Applicable

Comments:
N/A

LOAD RATING AND POSTING

(31) DESIGN LOAD:	0 - Unknown	(66) INVENTORY RATING:	15.01
(70) BRIDGE POSTING	0 - More than 39.9% below legal loads (0 tons)	(65) INVENTORY RATING METHOD:	0 - Field evaluation and documented engineering judgment
(41) STRUCTURE OPEN/POSTED/CLOSED:	P - Posted for Load	(66B) INVENTORY RATING (H):	
(64) OPERATING RATING:	15.012	(66C) TONS POSTED :	15
(63) OPERATING RATING METHOD:	0 - Field evaluation and documented engineering judgment	(66D) DATE POSTED/CLOSED:	11-MAY-17

APPRAISAL

SUFFICIENCY RATING:	23.7	(36) TRAFFIC SAFETY FEATURE:	
STATUS:	1	36A) BRIDGE RAILINGS:	0
(67) STRUCTURAL EVALUATION:	4	36B) TRANSITIONS:	0
(68) DECK GEOMETRY:	3	36C) APPROACH GUARDRAIL:	0
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL:	N	36D) APPROACH GUARDRAIL ENDS:	0

(71) WATERWAY ADEQUACY: 7 - Slight Chance of Overtopping Bridge

Comments:
APPEARS ADEQUATE

(72) APPROACH ROADWAY ALIGNMENT: 6 - Equal to present minimum criteria

Comments:
SATISFACTORY-CRACKS-SETTLED Material: CHIP & SEAL
(72): SATISFACTORY-STRAIGHT-IN STEEP SAG CURVE-DRIVES

(113) SCOUR CRITICAL BRIDGES: 4 - Action is required to protect exposed foundations

Comments:
SCOUR HOLE BUT ON BEDROCK

CLASSIFICATION

(20) TOLL:	3 - On Free Road	(21) MAINT. RESPONSIBILITY:	02 - County Highway Agency
(22) OWNER:	02 - County Highway Agency	(26) FUNCTIONAL CLASS OF INVENTORY RTE:	07 - Rural - Major Collector
(37) HISTORICAL SIGNIFICANCE:	5 - Not eligible	(100) STRAHNET HIGHWAY:	Not a STRAHNET route
(101) PARALLEL STRUCTURE:	N - No parallel structure	(102) DIRECTION OF TRAFFIC:	2-way traffic
(103) TEMPORARY STRUCTURE:		(104) HIGHWAY SYSTEM OF INVENTORY ROUTE:	0 - Structure/Route is NOT on NHS
(105) FEDERAL LANDS HIGHWAYS:	0-Not Applicable	(110) DESIGNATED NATIONAL NETWORK:	Inventory route not on network
(112) NBIS BRIDGE LENGTH:	Yes		

NAVIGATION DATA

(38) NAVIGATION CONTROL:	0 - No navigation control on waterway (bridge permit not required)	(39) NAVIGATION VERTICAL CLEAR:	000.0 FT
(111) PIER OR ABUTMENT PROTECTION:		(116) MINIMUM NAVIGATION VERT. CLEARANCE, VERT. LIFT BRIDGE:	FT
		(40) NAV HORIZONTAL CLEARANCE:	0000.0 FT

PROPOSED IMPROVEMENTS

(75A) TYPE OF WORK:	31 - Replacement - Load/Geometry	(95) ROADWAY IMPROVEMENT COST:	$ 000250
(75B) WORK DONE BY:	1 - Work to be done by contract	(96) TOTAL PROJECT COST:	$ 000750
(76) LENGTH OF IMPROVEMENT:	000130. FT 0	(97) YR OF IMPROVEMENT COST EST:	2021
(94) BRIDGE IMPROVEMENT COST:	$ 000500	(114) FUTURE AVG DAILY TRAFFIC:	000450
		(115) YR OF FUTURE ADT:	2041

Paint: ** Indicate if paint present , year painted & condition rating.*

N - No Paint N

Comments:

N/A

Endangered Species: ** If yes, add one photo to the dropdown field*

Bats: seen or heard under structure? * N

Birds/swallows/nests seen? Empty nests present? * N

BRIDGE Culvert Geometry:

Barrel Length:

Height:

Width: